

The Hongkong Telegraph

(ESTABLISHED 1881.)

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September 18, 1914, Temperature 6 a.m. 75, 2 p.m. 84
Humidity 80, 67

September 18, 1914, Temperature 6 a.m. 79, 2 p.m. 86
Humidity 81, 68

WEATHER FORECAST
FINE.

Barometer 29.90

2907 號九十二月七年寅甲

FRIDAY, SEPTEMBER 18, 1914.

五拜禮 號人拾月九英曆舊

SINGLE COPY 10 CENTS
\$36 PER ANNUM.

LATEST WAR TELEGRAMS.

GERMANS SUFFER HEAVY LOSSES IN LATEST FIGHTING.

STILL FORCED TO ASSUME THE DEFENSIVE.

Terrible South African Tragedy: General Delarey Accidentally Shot.

JAPANESE SEIZE TSINGTAU RAILWAY STATION.

[Renter's Service To "The Telegraph."]

South African General Shot by Mistake.

Sept. 16, 1.5 p.m.

General Delarey, who intended accompanying the South African Expeditionary Force, has been accidentally shot dead near Johannesburg.

General Delarey, accompanied by General Beyers, was motoring last evening to the former's farm. The police were watching for a gang of desperadoes in a similar car. They challenged General Delarey's car, but it disregarded the challenge. The police thereupon fired after the car, and a bullet entered General Delarey's heart.

An enormous sensation has been created. Only last week, in the South African Senate, General Delarey, in a gallant, patriotic speech, said his services were ever at the disposal of the Government for the defence of the country. If his land were attacked, he would defend it with all his might.

[General the Hon. Jacobus Hendrik Delarey, M.L.A., was born in 1848. He was a member of the first Volksraad of the Transvaal, and commanded the Lichtenburg burghers during the Boer War. He went to England with General de Wet and Botha on the termination of the War. The deceased General was first President of the Western Transvaal Farmers' Association.

Brigadier General the Hon. O. F. Beyers is Commandant of the Citizen Forces, Union of South Africa, and Speaker of the Legislative Assembly, Transvaal. He served as a private in the Boer War and rose to be Assistant Commandant General, North District, Transvaal. General Beyers captured the British camp, Nootgedacht.]

Klauchau Railway Station Captured.

Sept. 16, 2.20 p.m.

It is officially announced at Tokyo that the Scouts captured Klauchau railway station on Sunday.

The Big Battle in Progress.

Sept. 16, 5.40 p.m.

The Official Press Bureau makes the following announcement:—The general position along the Aisne continues favourable. The enemy has delivered several counter-attacks, especially against the First Corps. These have been repulsed. The Germans have given way slightly before our troops and the French armies on our right and left. The enemy's loss has been very heavy. We have taken 200 prisoners.

Sept. 16, 6.10 p.m.

A communique issued at Paris this afternoon says: The German rear guard was attacked by the Allies and compelled to make a stand. They were reinforced on Monday and Tuesday by the German main army, and the enemy assumed the defensive along the whole line.

Sept. 17, 2.5 a.m.

An official statement issued at Paris last night says: "The battle continues. We had not given way at any point at six o'clock this evening."

LATEST WAR TELEGRAMS.

India to Bear Cost of Expeditionary Force.

Sept. 16, 8.35 p.m.

A motion accepting the Government of India's offer to bear the cost of the Indian Expeditionary Force has been adopted with the greatest enthusiasm in both Houses of Parliament.

Mr. Asquith expressed the Government's sincere and heartfelt acknowledgment of the spontaneous offer.

Mr. Bonar Law concurred and eulogised the "generous aid given by the Dominions."

"Our Country First."

Sept. 16, 9.30 p.m.

Mr. F. E. Smith, K. C., M. P., in an interview, emphasised that although the Unionists might justly resent putting Home Rule on the Statute Book, their firm and single determination was to support the Government to defeat the common enemy. The Government represented a united Empire. When the sword was sheathed was time enough to resume Home affairs. Mr. Smith added:—Party Politics are a very small consideration. Until we are victorious all domestic questions are to be laid aside. The Unionist Party will lend every assistance to the Government, which is determined to see the country through the present crisis and is resolved to carry the great struggle to a successful and triumphant conclusion. The motto of Mr. Bonar Law and Sir Edward Carson alike is "Our country first," and that has always been our motto.

Mr. Smith concluded by saying:—I am addressing a meeting with Mr. Churchill at Liverpool on Monday, and am prepared to stand side by side, till the war is over, with any Englishman, Scotchman, Irishman or Welshman who means to see the war through. I know this is the view of the whole Unionist Party, he added.

The Suspensory Bill.

Sept. 16, 7.15 p.m.

The House of Lords has passed the 'Government' Suspensory Bill through all its stages.

Treasury Bill Tenders: a Magnificent Response.

The result of the call for tenders for £15,000,000 of Treasury Bills at the average rate per annum of 2 5/16 per cent. for six months and 3 7/16 per cent. for twelve months, is that the amount has been three times over-subscribed.

Germany Made Peace Impossible.

Sept. 16, 8.30 p.m.

A White Paper has been issued containing the despatches of H. E. The Hon. Sir M. W. E. de Bunsen, His Majesty's Ambassador at Vienna, in reference to the rupture of diplomatic relations. These show that even up to August last the conversations between St. Petersburg and Vienna were proceeding in the friendliest manner. Austria had even assented to mediation on points in her ultimatum incompatible with Serbia's independence. It was at this point that Germany intervened with her ultimatums to St. Petersburg and Paris, cutting short the prospects of peace. A few days' delay would probably have saved Europe from the greatest calamity in history.

An Irish Brigade.

Sept. 17, 11.5 p.m.

Mr. John Redmond, leader of the Irish party in the House of Commons has issued a Manifesto to the Irish People in which he calls for the formation of an Irish Brigade to worthily represent Ireland in the historic struggle, like other parts of the Empire.

President Wilson and German Outrages.

Sept. 17, 3.20 a.m.

A message from Washington states that President Wilson cordially received the Belgian Commission to protest against German outrages, and expressed on behalf of the American people their friendship and admiration of the Belgians, and respect for their King. President Wilson promised to give the document a thoughtful consideration. He said that he prayed God that the war would be over very soon. Then the day of accounting would come, when the Nations of Europe would assemble to determine a settlement; where wrongs had been committed their consequences and relative responsibility would be assessed. What such a tribunal could not compass, the opinion of mankind, the final arbiter in such matters, would supply. Meanwhile, it would be inconsistent for a neutral nation to express a final judgment.

President Wilson has replied to the Kaiser's protest regarding the use of dum-dum bullets, promising consideration. He will reply to President Poincare on the same lines.

The German Movements.

Sept. 17, 4.15 a.m.

The Daily News correspondent at Amiens reports that the German right was overtopped by the army advancing from Bouzies through Amiens. This caused General Kluck to wheel eastward from Compiègne and encircle Amiens.

LATEST WAR TLEGRAMS.

The Sinking of the Hela.

Sept. 16, 9.50 p.m.

The Official Press Bureau announces that Submarine E 9 has safely returned after sinking the German cruiser Hela, six miles south of Heligoland.

FRENCH TELEGRAMS.

The following are French official telegrams received via Peking:—

Peking, Sept. 16, 1.30 p.m.

The French offensive movement continues on the whole front. On the 13th inst. the French cavalry occupied Mondidier and Rouye. The German forces fell back on Peronne and St. Quentin. The French re-occupied Rheims.

In the Argonne forest the Germans were compelled to give up their attack at Fort Troyon, on the Meuse, and fell back on the line from Triancourt to Lisoncourt.

On the 14th, at night, French Lorraine was entirely free of German troops, who had retreated towards Chateau-Salins, Dieuze, and Sarrebourg.

In Galicia, the Russians have had great successes. Between the 8th and 10th they made 30,000 Austrians prisoners and captured 100 guns.

4.40 p.m.

On the 14th, on the French Left Wing, the Germans were resisting on a line passing through Craonne. In the Centre, their line of resistance passed north of Rheims and the camp at Chalons, as far as Vienne-la-Ville. West of Argonne their retreat was more marked. They were moving between the Argonne forest and the Meuse. They were still holding the front from Varennes to Consenvoye.

Before our Right Wing, the Germans are retreating towards Etain and Metz.

Naval telegrams received last night reproduce the above telegrams with the following addition:—

On the Vosges and in Alsace there is no change.

The Belgian Army continues to move around Antwerp, inflicting serious losses on the enemy.

On the 14th the French and British troops succeeded, after a day's strenuous fighting, in crossing the River Aisne. We made many prisoners. The Crown Prince's Army was repulsed and was obliged to transfer its headquarters from Saint Menesbould to Mont Faucon.

THE NON-COMBATANT.

What he can do.

The Manchester Guardian gives the following account of what the non-combatant can do:—

1. He can help to prevent financial panic by drawing from his bank only as much as he absolutely needs for immediate expenses. Let him draw out less than usual, not more. Any run on a bank would be a serious blow struck at England.

2. He can help to keep food cheap and all his countrymen properly fed by buying no more food at a time than his household needs for the next few days. Anyone who lays in exceptionally large stores of food is helping to raise the price of food, and to make millions of English men, women, and children go hungry. He is thus helping the German fleet to do exactly what it wants to do—what it would do to us if it could destroy our navy and get the command of the seas.

3. He can live more simply and more economically than usual. He will thus be husbanding the nation's wealth. Wars have to be fought by means of both men and money. Any waste of money on luxuries or unnecessary comforts now is like a useless throwing away of soldiers' lives. It means so many casualties the more in one of the two forces which are fighting for us.

4. If he is an employer he can increase the country's resisting

power by keeping as many of his men employed as possible, if only on short time. Any loss thus incurred by him will be a direct contribution to the most vital of all war funds.

5. If he is a workman he can do his best to help any employer who thus helps him and us all.

6. He can help by keeping, in every sense, as calm as possible, by refraining from hysterical and frothy demonstrations, by being neither too much cast down at small reverses—which must come—nor wildly exultant at small successes.

7. He can help our soldiers to make the war an honourable and chivalrous combat by declining, as they do, to believe lightly in imputations of inhumanity and dishonour against our enemies in the field. In every war such imputations are current on both sides. Nine-tenths of them are untrue. Their circulation may terribly intensify the distress of our soldiers' families at home.

8. He can keep himself sober and in good health, remembering that until the war is actually over we cannot know how many who are non-combatants now may become combatants, and would be more useful to their country if fit and well.

9. He can help by remembering that we are all comrades in a tight place, and that it is neither manly nor safe to try to secure one's self or one's property by means that will make the way out harder for other people. If we all act like good comrades we all shall be safe and we shall have earned our safety.

TELEGRAMS.

NEWS FOR BUSY MEN.

CONDENSED.

The British force has taken 200 more German prisoners.

President Wilson has cordially received a Belgian Commission to protest against German outrages.

Mr. Redmond has issued a stirring manifesto calling for the formation of an Irish Brigade.

The House of Lords has passed the Government Suspensory Bill through all its stages.

Tenders for £15,000,000 Treasury Bills have been thrice over-subscribed.

The Germans have assumed the defensive along the whole line.

Japanese Scouts captured Kiauchau railway station on Sunday.

Mr. F. E. Smith, in an interview, said "Our country first" was the motto of Mr. Bonar Law and Sir Edward Carson alike.

The offer of the Indian Government to bear the cost of the Indian Expeditionary Force has been accepted.

It is announced from Paris that the big battle continues and that at 6 p.m. on the 16th the French had not given way at any point.

President Wilson has promised consideration to the Kaiser's and President Poincare's protest regarding the use of dum-dum bullets.

A White Paper issued in reference to the Anglo-Austrian rupture shows that Germany intervened, cutting short the prospects of peace.

General Delarey, who was to accompany the South African Expeditionary Force, was, through a mistake, shot dead by the police near Johannesburg.

NEWS.

Further notes on the crisis appear on page 4.

General news and some particulars of captures of prizes of war appear on page 3.

There was only one case at the Criminal Sessions, which opened to-day.

"Our Contemporaries" appears on page 2, Log Book on page 6, and Commercial News on page 9.

The sixth of a series of articles summing up the war situation after a month's fighting appears on page 4.

DON'T FORGET.

TO-DAY.

Bijou Theatre 9.15 p.m.
Victoria Theatre 9.15 p.m.

TO-MORROW.

Bijou Theatre 9.15 p.m.
Victoria Theatre 9.15 p.m.
Sale of Cloth and Sporting Goods—G. P. Lummet's Sales Rooms—11 a.m.

H.K. and Shanghai Bank. Extraordinary general meeting of shareholders—City Hall—noon.

Royal Aerated Waters Manufacturing Co. Ltd., General Meeting—noon.

Monday, September 21.
Sale of furniture—Bardree Villa, Shaokwan Road—G. P. Lummet—3 p.m.

Sale of Hat sewing and making machines—G. P. Lummet—11 a.m.

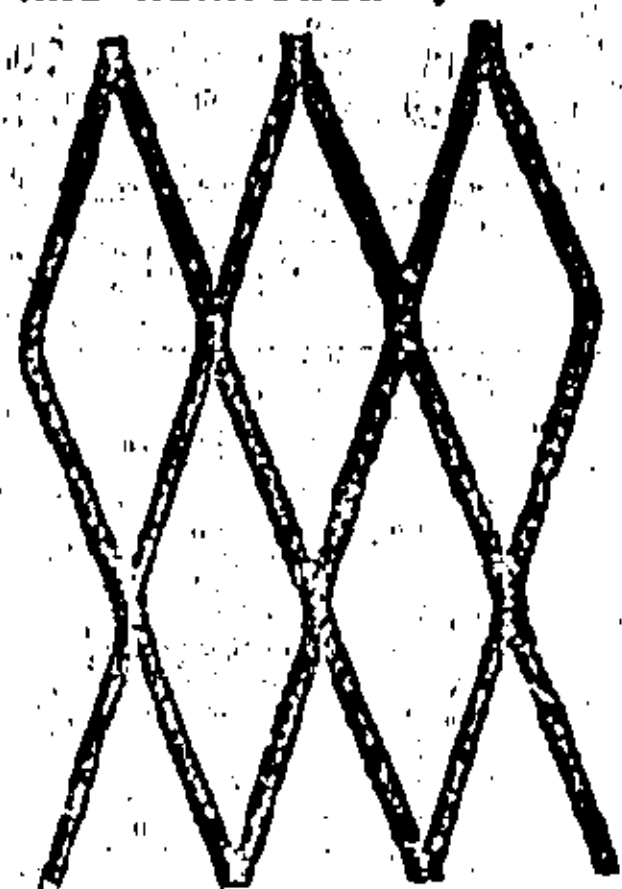
Saturday, September 26.
Douglas Steamship Co.—Ordinary general meeting—noon.
Band Night, Peak Club—9.15 p.m.

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Hongkong, 16th August, 1910

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graduate versed in litera-
ture, has been a teacher to
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in this Colony for over ten years.
He has a good method of train-
ing Europeans to pass in the
Chinese examination, and is
possessed of a first rate certificate
as a Chinese teacher. He has
also a good knowledge of Man-
darin and Hakka.
Those who intend learning the
Chinese language are requested
to write c/o "Hongkong Tele-
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Hollywood Road, 1st floor.

Hongkong, 29th Jan., 1912.

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MANAGER, Hongkong, 18th July, 1913.

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ART PHOTOGRAPHER
HONGKONG.

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NOTICES

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OUR
CONTEMPORARIES.

Daily Press.

Italy and the War.
Italy's attitude towards the war
in Europe is one of much interest
at the moment, for the reason
that recent events indicate the
possibility of an early abandon-
ment of the "attitude of prudent
reserve" which she has hitherto
assumed, in favour of active in-
tervention, in order that she may
not miss "the opportunity of
securing natural frontiers" for
Italy and of participating in a
settlement in accordance with
democratic principles. What
the latter part of the sentence
means exactly we do not know,
unless by democratic principles
is meant "the good old rule"
the simple plan, that they should
take who have the power, and
they should keep who can." It
has occasioned much comment
since the opening of the war that
an "Entente," a simple unwritten
understanding, should have
proved more binding in a time of
crisis than an international treaty
of alliance signed and sealed with
all due solemnity. Many have
been prone to think, indeed, that
the Government of Italy, like the
Government of her Whom Ally,
has taken the view that a treaty,
after all, is but "a mere scrap of
paper" which may be discarded
as soon as it becomes inconveni-
ent to hold it.

South China Morning Post.

China Threatened.

Some little time ago France
proposed to Germany that the
colonial possessions of each should
be left undisturbed in the event
of war. This eminently humane
proposal was promptly rejected
by Germany, thus disclosing in
what prove her plans were laid.
Evidently she believed that by
driving France she could take
the French colonies as a matter of
course. "The best laid schemes
of mice and men gang aft a-gley,"
and the immediate outlook is that
Germany, instead of expanding
as a world power, will very soon
lose all her own overseas posses-
sions, while France may, in the
division of the spoils, have a
chance to obtain some of
Germany's possessions. An "in-
famous" proposal has met with its
deserts. Germany's colonial em-
pire which has taken forty years
to build stands to be completely
lost to her in as many days. As
we have said the threat against
China need not be taken seriously
for Germany's influence in this
part of the world will soon be as
dead as the dodo.

China Mail.

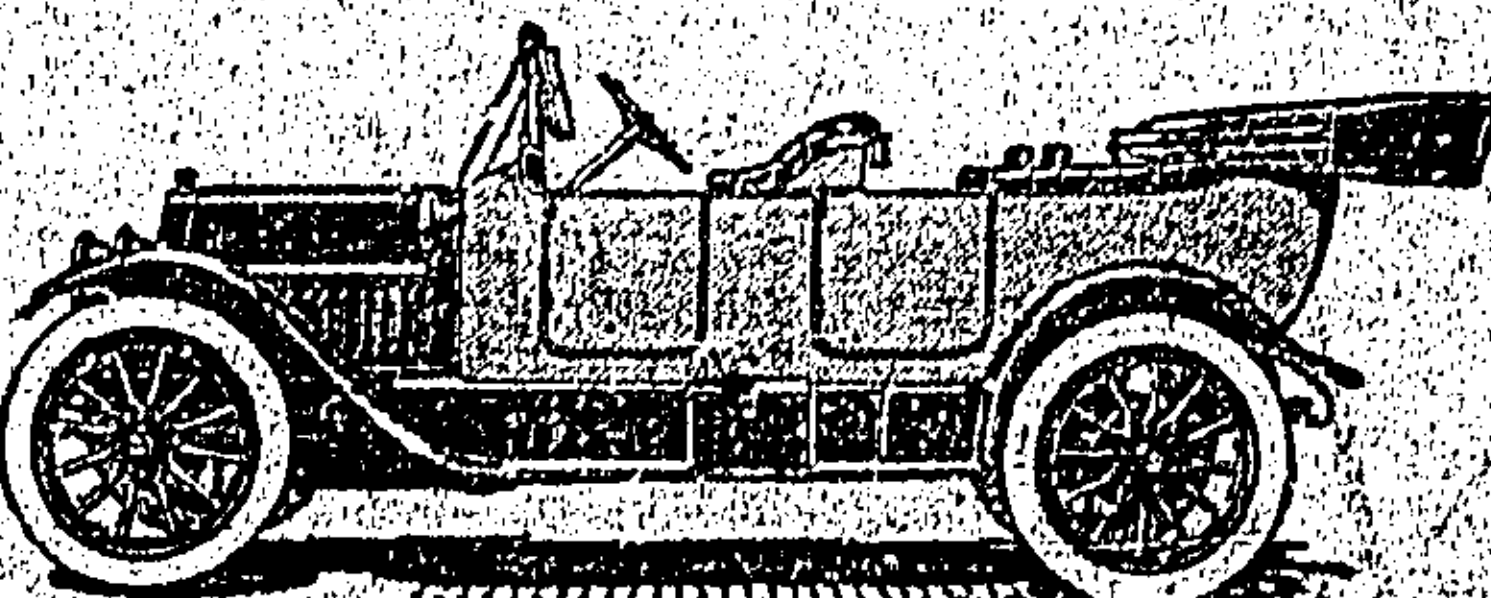
The German Retreat.

Notwithstanding the fact that
more or less picturesque reports
are emanating from inspired
German sources regarding the
state of affairs in France, it is
indisputable that the Germans
have been in full retreat during
the past few days. Their en-
veloping movement was a complete
failure and instead of meeting the
Anglo-French troops acting on
the defensive, they found them
adopting remarkably energetic
offensive tactics. These tactics
were from the outset brilliantly
successful, and have completely
upset the German plans. So
complete a victory over so wide
a line is a splendid achievement
and looks as though it may prove
to be the turning point in favour
of the Allies in France. The
latest telegrams indicate that the
Allies were not slow to continue
their aggressive course, and, at
the heels of the enemy, they
have re-occupied several import-
ant towns which the enemy
had hastily evacuated.

Natural Gas in the Transvaal.

An interesting demonstration
was given at the Johannesburg
Mining Exhibition, of an engine
driven by natural gas. The gas
was obtained from a borehole in
the Heidelberg district of the
Transvaal, where it is calculated
to have been escaping at the rate
of 100,000 cubic feet a day for
the last four years. It is claimed
that natural gas has a 25 percent
higher explosive power than
ordinary town gas.

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The "Hongkong Telegraph" is now on sale at, and will be delivered to subscribers by, the Dairy Farm Company, Ltd., Shamshing, Canton, who have been appointed our agents there.
By Order.

"HONGKONG TELEGRAPH."

DEATH.

LYON.—At Government Quarters, Park Road, Hongkong, on the 18th inst., Robert William, infant son of Mr. and Mrs. J. A. Lyon.

The object of this paper is to publish correct information, to serve the truth and print the news without fear or favour.

情術無非確真實事要訪探大正論言譯宗限本

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The Hongkong Telegraph.

HONGKONG, FRIDAY, SEPTEMBER 18, 1914.

THE AUSTRIAN DEBACLE.

The poor showing made by Austria in this war was touched on discursively in our Notes on the Crisis yesterday, but there are points of the matter which were there left unnoticed. It need hardly be doubted that Germany anticipated receiving much more help from Austria than has proved the case. On English newspaper correspondents in Austria has stated that the German military authorities anticipated that, by the middle of August, Austria would have concentrated 800,000 men with 1,000 guns on the Russian frontier, and presumably it was expected that they, in co-operation with the German army in East Prussia, would eventually have protected German territory until the German army in the west had swept through Belgium and across France to Paris. The second part of the programme has failed, but only after a severe and bloody struggle; the first part has never come near to even a semblance of success. History affords few examples of such a complete and miserable failure as has fallen to the lot of Austria at this time.

In battle after battle the Austrians have been hopelessly routed by the Russians, with the inevitable result that the German force in East Prussia found itself wholly unable to stem the Russian advance and is now cooped up in Königsberg, which is invested. The Servians, too, have been able to trounce the Austrians in several battles, the last of which appears to have been of considerable magnitude and the result of which was all the more severe a blow to Austria. Even Montenegro has been able to record a victory over Austria. A telegram some days ago told us of the success of these hardy mountaineers, who routed their opponents and captured all their stores, besides occupying Gaiatz. No troops in the world can continue to fight in good spirit in face of such a series of disasters.

But, after all, need any great surprise be felt at these results? It seems to us that a phrase in one of the telegrams yesterday—"the populace is overjoyed"—explains much. The population of Austria-Hungary is made up of the Magyar, the German and the Slav, with the last-named outnumbering the other two by a considerable margin. The war, so far as it affects Russia, Serbia and Austria, is essentially a war between races, rather than between countries. I am a Slav against Teuton, and the former is fighting for freedom from domination by the other. The man who is fighting for freedom is always a better fighter than the man who is fighting merely for power, and with many Slavs in the Austrian army, with the larger part of the population favourable to the cause for which Serbia and Russia are fighting, is it any wonder that Austria has done so badly up till now? The correspondent to whom we referred before speaks of mutinies and riots, and he is probably not making any overstatement, for these are only what might be expected in the circumstances. The case of Austria is even worse than that of Germany.

No Free Honours.

We notice that, according to a pronouncement just made in Peking, officials or citizens who are decorated by the President of the Republic will have to buy their medals, stars or ribbons, as the case may be. What is more, the higher the honour, the greater will be the price which they must pay. The proclamation setting forth this decision gives a detailed list of the fees which have to be paid, the highest figure being \$85 for a badge of the First Order of Merit. While this is so, however, it has been decided that the certificates which accompany the decorations are to be regarded as public documents and as such they are to be immune from taxation. On the other hand, various kinds of official scrolls and certificates issued to officials proceeding to their posts must be paid for, as was the custom under the late Ching Dynasty.

Origin of the Idea.

It is interesting to note the reason for the decision that badges, Orders of Merit, medals, etc., have in future to be bought. It springs from the fact that, during the Manchu regime, in admiration buttons and peacock feathers had to be bought by the recipients from shops. There is a modification made in the new order, however, for it is laid down that no merchant may be permitted to manufacture or sell such articles as stars, medals or ribbons—the honours once have to make their purchases from a Government Department. The line of reasoning adopted by those responsible for the new order is a little quaint—it is that it is unworthy of the dignity of an official to accept an honour free, gratis and for nothing. By the same token, we suppose, it would be right and fitting to invite a guest to a lavish banquet and then, when he has been royally fed, expect him to foot the bill.

Then and Now.

"Hundreds of automobiles left Brussels, the capital of Belgium, during the night to pick up the wounded. The prisoner of war brought in was a German captain, named Forstner, who was wounded." So says a message dated August 6. What would Byron have made of motor cars running to and fro during wartime in this fashion? One remembers his lines:—

And then there was mounting
in hot haste; the steed,
The mustering squadron, and
The clattering car,
Went pouring forward with
impetuous speed,
And swiftly forming in the
ranks of war;
And the deep thunder peal on
peal afar;
And near, and beat of the
arming drum,
Roused up the soldiers ere the
morning star;
While thronged the citizens
with terror dumb,
Or whispering, with white
lips—"The foe!"
They come, they come."

The Three Choirs Festival.

The Bishop of Worcester is to be congratulated on his protest against the behaviour of the average person who attends the big musical festivals in the Anglican cathedrals at home. As we stated in our General News column yesterday, the Bishop has declined to act as President of the Three Choirs Festival on the score of the lack of reverence among the audience in past years. D. Yeatman-Biggs goes on to observe that, when seats are sold at various prices and almost the whole of the receipts given, not to charity but to the performers, he shrinks from the idea of holding such a festival in a cathedral. All right-minded people will think with him. A cathedral is not a theatre, though many persons seem to think it is. We have seen both Canterbury and Westminster converted into mere concert halls when such and such an oratorio was being performed. Even at the ordinary morning or evening prayer at many of the cathedrals, people come and go as they please or sit through the entire service. What is the Newcomer who, on entering the Abbey, and going down on his knees to say his prayers, was touched on the shoulder by a reverend, who remarked wistfully: "You mustn't do that sort of thing here, Sir?"

DAY BY DAY.

MANY OF OUR READERS ARE BUT A MORBID WAY OF LOOKING AT OUR PRIVILEGES. WE LET OUR BLESSINGS GET MOULDY AND THEN CALL THEM "CURSES."—Deecher.

The Weather.
Lower level 8 a.m. Temp 82; sunshiny.
At the Peak 8 a.m. Temp 73; sunshiny.

The Mails.
Siberian Mail.—Closes per. a.s. Liangchow to-morrow at 4 p.m.

Count the Columns.
Yesterday the Telegraph published 38 columns of solid reading matter. To-day there will be 35 published.

The Dollar.
The rate of the dollar on demand to-day is 1s. 9.11-16d.

Flood Relief.
The Tung Wa Hospital Flood Relief Fund now totals \$145,535.75.

Band Night.
The band of the 74th Panjab is to play at the Peak Club on the night of the 26th inst.

Prince of Wales' Fund.
The Hon. Mr. E. R. Hallifax has kindly consented to act as Secretary and Mr. A. G. Stephen as Treasurer of the Prince of Wales' Fund Sub-Committee.

To Consignees.
Consignees of cargo by the steamers Mongolia and Banvorick are reminded that goods remaining undelivered after to-morrow will be subject to rent.

Helena May Institute Fund.
The Honorary Treasurer begs to acknowledge with thanks the following donations to the above fund:—Madame de Magallanes Correa, \$20; a friend, "J. P.," \$50.

Bank Meeting.
Attention is called to the fact that the extraordinary general meeting of the Hongkong and Shanghai Banking Corporation takes place at the City Hall at noon to-morrow.

Drunk.
This morning in the Police Court, before Mr. J. R. Wood, a European named Fraser was charged with being drunk and incapable on the Praya East. He was fined \$5.

Hanging from a Tree.
The body of a Chinese male, aged 30 years, found hanging from a tree on Pokfulam Road, near No. 5 bridge, yesterday, has been sent to the mortuary. It is supposed to be a case of suicide.

Food Prices.
Attention is drawn to the official market prices, which will be found on page 8 of this issue. This gives the tariff outlined in the Proclamation of the 11th inst., and shows reductions in prices of various foodstuffs.

A Stiff Sentence.
Three months' imprisonment, four hours' stocks and twelve strokes of the birch was the sentence imposed by Mr. Melbourne to-day on a Chinese charged with snatching a neck chain from a woman in Lower Lascar Row.

British Ships at Hamburg.
Among the British ships in Hamburg, in the usual course of their voyages, at the commencement of the war were the s.s. Glencairn of the Glen Line, and the s.s. Lochian of the Mogel Line, according to the London and China Express.

Found Dead.
The police at West Point have sent to the public mortuary the body of a Malay male, aged 30 years, having the appearance of being that of a freeman. The body was found in the street opposite 64, Connaught Road West. The body has not been identified.

Heavy Gales.
The s.s. Baginarian, which arrived from Hongkong yesterday, reports having encountered a strong gale between Chingwangtao and the Shantung Promontory, with mountainous seas. During the storm the vessel was holed. Thereafter, however, weather was experienced on the run down.

Swearing-In Parade.
We are informed by the Hon. Secretary of the St. Joseph's College Association that His Excellency Major-General F. H. Kelly, C.B., has kindly consented to swear in the St. Joseph's Troop of Buffs. The parade will take place to-day at the College Square on Wednesday, the 23rd inst., at 5.30 p.m.

NOTES ON THE CRISIS.

ENEMY MAKES ANOTHER STAND.

Germany's Amazing Attitude Fully Exposed.

It is not easy to make much of the latest news, at the time of writing. The enemy has made another stand and the battle so far is without definite result. Considering how long it took the Allies to establish their superiority in the last battle, this is only to be expected. But, as an evidence of how unfortunately brief are the official telegrams, we quote the message from Paris. "We had not given way at any point at six o'clock this evening." The average man will be tempted to ask why, since the enemy are on the defensive, we should be expected to give way in any circumstances. Obviously there is something here which has not been explained. A possible explanation may be found in the Press Bureau's statement which speaks of several counter-attacks having been delivered by the Germans, especially against the First Corps, and of these having been repulsed. On the other hand, the Germans have given way slightly before our troops in places. It is true that the Paris message is dated after that of the Press Bureau, but on numerous occasions this has happened before and we have found, when fuller news came, that London had got later information than Paris every time.

Germany to Blame.

Nothing more interesting has appeared in these columns for a long time than the text of the personal messages between the King and the Czar which were published in the Home papers immediately after war between Britain and Germany had been declared. Two facts emerge very clearly from the documents. The first is that Britain up to the last possible moment hoped for, and strove for peace, and the second is that Russia in no way helped to precipitate the general configuration. Russia, indeed, held aloof as long as was consistent with dignity—and with safety, which is a deal more important. Germany's protest against the mobilisation of the Russian troops is about the most specious that could be imagined, for she herself was all the while making secret military preparations, secure in the knowledge that she could mobilise more quickly than Russia; and the Emperor had the solemn assurances of the Czar that Russian troops would not move so long as mediation proposals were being considered. The fact that, in the face of such a promise, Germany suddenly declared war proves that Germany merely spared for a little time on purpose, if possible, to catch Russia napping.

Proof Positive.

This is made even clearer by a message this morning which summarises a White Paper containing the despatch of the British Ambassador to Vienna relative to the rupture with Austria. This proves, out of the mouth of Germany's own ally, that the whole responsibility for the war rests upon Germany alone. "Even up to August 1st conversations between St. Petersburg and Vienna were proceeding on the friendliest terms. Austria had even assented to mediation on the points of her ultimatum that were incompatible with Serbia's independence." At this point Germany cut in with ultimatums to Paris and St. Petersburg; Germany did not wait peace. Consider, again, the tone of the correspondence with Belgium. Briefly, the German attitude was this: "You are a neutral nation, therefore you will not allow France to enter your territory, but we shall expect you to allow us to make use of your country; otherwise—!" Germany, in fact, insisted that Belgium was, and should remain, a neutral nation. And she proposed to preserve that neutrality by violating it! Did she think that the rest of Europe were as blind as cows?

AT THE END OF A MONTH.

THE SITUATION IN EUROPE.

VI: The Operations in East Prussia and Galicia.

When we come to discuss the fighting in Galicia, East Prussia and Herzegovina the task of following the trend of the operations is one of extreme difficulty. The messages which have come through have been so meagre and disconnected that the task of considering what form of strategy has been employed is next to impossible. It was clear from the start, of course, that one Russian army was operating against the Germans in East Prussia and that another was busy against the Austrians in Galicia. One message, which may now be said as quite wrong, stated some time ago that a Russian force was advancing on Posen. Nothing further has been heard of this advance, which, if it had been made, must have been through Poland and was on the direct line for Berlin. It would have been good news had it been true. But it is doubtful whether even the huge Russian army was strong enough to face three considerable tasks at once without the risk of the line of communication of the central army—that said to be marching on Posen—being cut.

Useful Work.

Nothing more has been heard of that army which was advancing on Posen, and, if it ever existed, there must have been a change in the Russian plans which resulted in the central forces joining one or other, or both, of the outside armies. It is much more likely that it never existed, and that the advance on Posen was an expression of hope by some amateur strategist who did not accurately forecast the trend of events. The advance in East Prussia was more easily followed. There, apparently, the Russian army aimed either at defeating the German force or at forcing it to retire into Königsberg. It was not long in effecting the second of these purposes and though it is true that it has since been stated, and seems perfectly true in the light of later events, that the Russian force in East Prussia is not strong enough to advance further, it is doing quite excellent work in keeping the German force securely bottled up in Königsberg. That force is about as useful to Germany as though it did not exist.

In Galicia.

The campaign in Galicia is much the more important of the two, and it is clear that the Russians have concentrated the greater part of their forces on this part. The speed with which they approached Lemberg and the comparative ease with which they took that place showed that this part of their campaign was being carried out as forcefully as could be. Once Austria is crushed the advance on Berlin may begin; and it will end sooner if Germany's ally is quickly mastered than if both purposes had been tackled simultaneously. Even then it is difficult to follow the line of operation which is being pursued, for while the Russians are active at Przemyśl, some sixty odd miles west of Lemberg they have also occupied Czernowitz which lies 163 miles south-east of Lemberg. Evidently the occupation of Galicia is to be made as complete as Russia knows how, but, in the absence of further details, no one so far removed from the actual scene of the fighting can pretend to know what plan of campaign is being followed out.

Serious Mistakes.

What is clear, however, is that Germany, instead of being helped by Austria, which had she put up a stronger defence might have given valuable assistance to her ally and have greatly protracted the war, has proved a hindrance to the other. Partly this is due to the weakness of Austria's fighting qualities, which Germany must greatly have over-estimated, and partly to the strength of the Russian forces and the skill of the Russian commanders which Germany must greatly have under-estimated. She is paying dearly to-day for both faults. Already she has materially weakened her

THE SHAKUWAN AFFAIR.

Woman found with Knife in her Neck.

Yesterday we reported the meagre details then at hand in connection with the alleged murder of a woman at Shaukiwan. We are now informed by the police that her name was Wong Eze, aged 34 years, and that the body has been sent to the mortuary.

The tragedy occurred at 94, Shaukiwan West, over a dispensary, the unfortunate victim being found with a knife stuck in her neck. The fact that her hands and feet were tied proves that whoever murdered her did so determinedly. The husband of the deceased left home at seven o'clock in the morning for work at Tsikoo, and shortly after his arrival he was sent for by another Chinese. On returning, the husband was confronted with the horrible spectacle of his wife literally butchered.

It appears that there were three pairs of gold bangles valued \$170, and a ring valued \$8, missing from the person of the woman. Some money was found, however, lying about the floor and in other places, which points to the probability that the murderer was frightened.

EMBEZZLEMENT CHARGE.

The case was mentioned, this morning, at the Police Court, before Mr. C. D. Melbourne, in which Tong Nam stands charged with the embezzlement of seven hundred sovereigns from the Fu Yuen Bank. The prisoner also has summoned five members of the bank for assault.

Mr. Heywood, of Mr. Leo D'Almeida Castro's office, appeared for the bank, and Mr. Davidson, of Messrs. Hastings and Hastings, for the prisoner.

This case was fixed for Wednesday next.

3,000 UNDESIRABLES.

Return to China from the Straits.

The s.s. Kamehow, from Singapore, had a most eventful voyage on the trip up. She had on board three thousand undesirable coolies who were being returned to their native country from the Straits Settlements. It would be difficult, we are informed, to find a more miserable collection of human beings. On the way up fourteen died and were buried at sea, their deaths being due, apparently, to general debility.

On arrival in Hongkong, two died in the police launch while being transferred from the ship to the Water Police basin, to await transshipment to their homes, while nine others the police had to remove to the Tung Wa Hospital for treatment.

COOK-BOY SENT TO GAOL.

A cook-boy, employed at 3, Ashleigh Road, Kowloon, was charged this morning, before Mr. J. C. Wood, with the larceny of \$12 by Inspector Gordon.

Between 5 and 6 o'clock last evening the prisoner was alleged to have stolen a box belonging to the man, who reported the matter to the police. A Chinese detective, who took the matter in hand, found the box, broken open, on the roof, and, this morning, discovered the missing money concealed in a flower pot on a verandah.

Mr. Wood sent the man to prison for one month with four hours' stocks.

forces in Belgium in order to assist alike her troops in France and her Austrian Allies, with disastrous results in both cases. The real lesson of the war is that while advertisement—"boasting" to employ an expressive vulgarism—may be useful in business, it is a failure when applied to a army. The German army has been extensively advertised for years as the finest on earth. All the advertisement did not prevent its present defeat in a fighting that was not of it; but it did prevent the German army itself into a veritable security, and that has proved fatal to-day.

WAR ITEMS.

Montenegrin Successes.

Peking, Sept. 9.
A telegram from Cetinje, dated September 5, states that the Montenegrins, commanded by the Minister of War, General Wukotitch, defeated the Austrians at Boliganitch, Herzegovina, capturing all military supplies and stores. Numerous Austrians dead were left on the battlefield.

General Wukotitch also repulsed the Austrians near Tolaynitz, after which the Montenegrins entered the town, which they found partly burned and partly looted.

Bloody fighting is continuing. A superior force of Austrians is endeavouring to occupy Grahoff. The safety of Paris.

An officer on board the str. Polyneesian, whose wife and family are in Paris, cabled to them to go to Marseilles, and last week received the following reply: "Defense inutile; securite." (Expense unnecessary; in safety).

A second private telegram, also received in Shanghai from the father of a well known Shanghai resident ran: "restons securite absolue." (Are remaining; absolute safety).

Selections from Colombo Contemporaries.

The following are further telegrams selected from Colombo contemporaries:—

London, August 11.—Two hundred German reservists embarking at Folkestone were arrested on Sunday. Sixty more were arrested yesterday. Troop trains were fired on yesterday on both sides of Croydon in Surrey. The train windows were broken. The police are now searching for motor cars which were seen in the vicinity of these outrages.

Germany in several parts of the country have been arrested or disturbed when apparently tampering with British railway bridges. Many Germans in the north of England have been arrested and interned in York Castle. The police have discovered several wireless apparatus in houses belonging to Germans in the London suburbs.

The police yesterday seized Croydon Hall (near Dunston, in Somersetshire), which had been occupied by Count Hoesberg, a member of the Pless family, of Germany, and which contains property, including many art treasures, valued at £100,000. When Germany declared war against Great Britain, Count Hoesberg told his servants that they might never see him again, and he disappeared.

Word has been received that 120 Germans, presumably reservists, have arrived at Portsmouth and have been imprisoned. Sixty more have been detained at Swansea, and a woman, believed to be a German spy, has been arrested in a mill house, attached to gunpowder works at Dunoon, Argyllshire.

Some German reservists have been found working on H.M.S. Zealandia of the Third Battle Squadron, now being prepared for sea.

London, August 12.—Two explosions, the cause of which is not explained, occurred yesterday at a German bakery shop at East Ham. Seven men were severely injured, including three firemen. A sentry at Red Hill railway station was yesterday fired at by a man in ambush, who escaped. The German yacht Germania has been seized at Southampton. The crew had previously gone back to Germany. Numerous arrests of suspected Germans have been made, and many suspects have been discharged, including a man who was supposed to have poisoned transport horses.

British-German Fight.
In connection with the sinking of the German submarine U-15 by the British light cruiser Birmingham, it is now announced that on Sunday last a British cruiser squadron sighted a German submarine flotilla with only periscopes showing. The cruisers coolly pretended they did not see the enemy, and thus deceived the Germans, who steamed within range. The Birmingham then saw an opportunity, and steaming at full speed, fired at a periscope and shattered it. The submarine, blinded, rushed on under the water in imminent danger of self-

destruction through a collision with the British cruisers or her own consort. The latter, recognising that the attack had been defeated, steamed off. The cruisers knew that the damaged submarine was sightless, and that it must come to the surface. When the conning tower appeared the Birmingham fired a second shot, and those on board the cruiser had just time to see the distinguishing number of the submarine before the shot, striking the base of the conning tower, where it was awash, ripped the whole of the upper structure, with the result that the submarine sank like a stone.

Paris, August 12.—M. Neton, who was French Consul-General at Dusseldorf before the war broke out, states that when he was passing through Cologne last Friday on his way to Paris, the German authorities were circulating documents alleging that Liege had been taken at the point of the bayonet, that Antwerp had been blown up, and that the Kaiser at the head of the invincible German army expected to reach Paris in a week's time.

The Humane Kaiser.
Berlin, August 13.—The statement that the Germans lost 20,000 men at the bombardment of Liege has been officially denied, but the exact number of losses is not given. It is also stated officially that the forts covering Liege were left intact because the Kaiser did not wish to sacrifice life unnecessarily, but that they would be taken without the loss of a single man when the siege guns arrived on the scene. The statement concludes with the remark that the Belgians are numerically superior to the German forces.

Germany has established a Press Bureau at Amsterdam for the circulation of war intelligence favourable to her own nation.

Capture of Shipping.
London, August 14.—Fair Play, a well-known shipping journal, states that the enemy's ships have been captured as follows:—By Great Britain, 44 German steamers, 18 German sailers, and 3 Austrian steamers; by France, 4 German steamers and two Austrian steamers; by Belgium, 34 German steamers, two German sailers and two Austrian steamers. Russia claims to have captured 73 German steamers and 12 Austrian vessels.

A few days ago it was announced that a British cruiser had captured the German liner Kronprinz Wilhelm. Later on some doubt was cast upon this announcement and it was stated that the vessel was the German oil tank steamer Leda and that she had been taken to Bermuda. The latter statement was confirmed yesterday by the officers of a steamer that arrived at New York from Bermuda.

A report received from Halifax, in Nova Scotia, states that in the Atlantic last night the Kronprinz Wilhelm and her consort, the German cruiser Karlsruhe, escaped from the British cruisers Bristol (25 knots), Berwick (24 knots), and Suffolk (24 knots). The Bristol, it is reported, fought a long range battle with the Karlsruhe, but in the heavy sea the Karlsruhe escaped.

Rush Home From Abroad.
The outbreak of war found holiday-makers scattered over the various countries concerned in the trouble, and there has been a great scramble for home, says the Daily Mail. The confusion was intensified by the efforts of Reservists of various nationalities to answer the call of their Governments to rejoin the colours.

Five long and crowded trains filled with travellers to the Continent were despatched from Charing Cross Station in the course of a half-hour on the Saturday afternoon, and for some time before their departure the station was seething with people and made almost impassable by the piles of luggage.

A large number of the travellers were Germans, Frenchmen, Belgians, and Swiss, flying homewards in the hour of grave crisis. Commercial men were hurrying back to Berlin and Paris, whose families whose holiday in England had been interrupted were racing back, and young Reservists were hastening to obey "the summons to the colours."

Bank Notes No Good.
On the Saturday and Sunday the station barged with the arrival of passengers who had experienced the turmoil and

bouleversement of the Continent and were heartily glad to be in England again. Scores of American globe-trotters were seeking the sanctuary of London, appalled by the indifference of the Continental hotelkeeper to their paper wealth.

Passengers as Porters.

The boat from the Hook of Holland arrived at Harwich with 780 people on board, the normal Sunday number being about 100. The passengers had stirring tales to tell about their adventures.

At Oleeve, on the German-French frontier, while in the middle of dinner, passengers were ordered out of the train and told to get across the frontier as best they could. They collected their own baggage. They reported to the police. They got across to Limegen, in Holland, by tramway, car, by cab, or by road.

At Winne, another frontier station, the passengers were compelled to get out and walk. Some trundled their baggage in wheelbarrows, others left it behind, hoping it will turn up some other day. At another town passengers spent the best part of the night trudging from Germany into Holland.

Mr. Ernest Rosenheim, a returning holidaymaker, says: "Not a single boat left Antwerp on Saturday evening. We went on from Antwerp to Brussels and found the city in a state of panic. Nobody went to bed. We managed to get away at eight o'clock yesterday morning to Ostend. Here all foreigners were being requested to leave."

About 3,000 people arrived at Newhaven from Dieppe in four boats.

Mr. W. E. Evans, a visitor to Brussels who arrived at Charing Cross, said:

"Among those in the boat was Sir Herbert Borchgrevink, who was stopped at Frankfurt-on-the-Main. He was motoring and they refused to sell him any more petrol, so he decided to return to London."

"A man in my carriage on the way to Charing Cross told me that he had climbed a six-foot railing at the Gare du Nord in Paris, and 'bribing' right and left with five-franc notes (4s.) managed to make one of a party of fifteen in a carriage for six. He came with no luggage. The train left two hours late and there was a fight for seats."

"It is almost impossible to obtain cash in Brussels. Messrs. Cook's officials could give me no change and said they would have to owe it to me till after the war. A man with a hundred pounds in his pocket had to borrow a penny from me for his tramway fare to the station."

The Finnish steamship Titania, which arrived at Hull with seventy British tourists on board, passed the Russian warships in the Baltic, and on the coast of Denmark met the German Fleet. American visitors besieged the telegraph offices in London trying to get cablegrams sent to their friends in the United States, and these were only accepted subject to many hours' delay. "I'd give a thousand dollars to be safe out of this," was the remark of one American heard at a West End telegraph office, and another remarked, "I'll raise you 500 on that."

The German steamer Titania sailed from St. Katharine's Dock amid memorable scenes. Her German passengers, Reservists and private families, sang their National Anthem. Then a fair-haired German boy leant over the rails and, waving his hat, cried "Three cheers for Great Britain." The cry was taken up with great fervour. Six Reservists rushed up as the vessel was about to leave and had to scramble over the rails. Four Russian Reservists were ordered off the ship just before she left; they were informed that they could not possibly get over the frontier into Russia. They protested, but in vain.

One German family drove up with their luggage in a motor-car, which was run on to the dock. They brought pillows, intending to sleep in the motor-car.

Foreigners in France.
No foreigner is now permitted to leave France without a passport signed by a prefect. English, Americans, and other foreigners may remain in Paris by obtaining a special permit from

DAIRY FARM NEWS.
NOTICE.

We beg to notify our customers that on and after 14th inst. our amended prices (as approved by the Food Committee) will come into force. All existing price lists are hereby cancelled.

Amended copies can now be had on application.

THE DAIRY FARM Co., Ltd.
SEPTEMBER, 1914.

LANE, CRAWFORD & CO.

TO-DAY AND TO-MORROW

will be "Heinz Day" in our store. We desire you and your friends to come and enjoy the delicious samples that will be served. A special representative of

H. J. HEINZ COMPANY will be present to explain how the "57 Varieties" are made, and just why they are so good.

YOU WILL NOT BE ASKED TO BUY.

LANE, CRAWFORD & CO.

TO-DAY'S ADVERTISEMENT.

FRENCH LESSONS

G. MOUSSI ON.

15, Morrison Hill Road.

THE D.C.L.I.

Fine Send-off at the Victoria Theatre.

The Duke of Cornwall's Light Infantry had a fine farewell performance in their honour at the Victoria Theatre last night. The house was crowded to the full, and not a seat was to be had by the time the programme opened. A large number of officers were present.

The Dares performed for the first time in Hongkong, and gave a particularly clever and pretty balancing act. They are on tour from Australia to the States and, if all the shows they give are as good as last night's, they will have a successful time.

La Belle Cora and Williams performed for the last time; and, from the prolonged applause and vociferous encores they received, it was evident that Hongkong was sorry to lose them. Williams' juggling was as popular as ever, while La Belle Cora's marvellous trapeze work gripped the spectators from start to finish.

A special feature of the evening was the clever contributions of amateurs. Four silver cups were presented by the management to those performers whose turns were the most satisfactory to the audience. The winners were Private Wilkinson and Wright, D.C.L.I., for their song and patter turn; Mr. Miller, for clog dancing; Bombardier McArdle for his very neat rendering—in Harry Lauder fashion—of a Scotch-English song, of his own composition—"The Hielan' King of China"; and to Bugler Wall, D.C.L.I. The last-named deserves special mention for his really wonderful impersonation of the Great Duncan, the meesmerist, who performed here a couple of months ago. We have never seen a better amateur turn of its kind.

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the police. Exception is made in the case of Austrians and Germans, who will be taken to concentration camps in the west of France, where food and lodgings will be supplied and work provided if possible.

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MEN'S WEAR SPECIALISTS.



"VIYELLA"
SHIRTS

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GRAND ASSORTMENT

OF

LADIES' SHOES

IN

BLACK, BROWN, WHITE

AND

FANCY

FOR DAY WEAR

Wm. POWELL, Ltd.

J. ULLMANN & CO.

JEWELLERS, WATCHMAKERS, OPTICIANS.

LARGE SELECTION OF

WRIST WATCHES

FOR LADIES & GENTLEMEN.

Prices Right

ALL WATCHES SOLD BY US ARE FULLY GUARANTEED.

J. ULLMANN & CO.

CORNER OF FLOWER STREET.

ANDERSON MUSIC CO., LTD.

THE GREAT "ALLISON" ENGLISH PIANO

HIGH CLASS INSTRUMENT

AT THE

PRICE OF A CHEAP ONE.

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TEL. 1322

"HERE'S A HEALTH

UNTO HIS

MAJESTY."

DRINK IT IN

"KING

GEORGE IV"

SCOTCH

WHISKY

THE TOP NOTCH

OF SCOTCH.

THE RULING BRAND

THROUGHOUT THE BRITISH EMPIRE.

THE DISTILLERS COMPANY, LIMITED,

EDINBURGH.

LARGEST SCOTCH WHISKY

DISTILLERS IN THE WORLD.

SOLE AGENTS

CANDE PRICE & CO., LTD.

WINE MERCHANTS.

Tel. No. 135, 6, Queen's Road Central, Hongkong.

Very Special

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SHIPPING

CANADIAN PACIFIC
ROYAL MAIL
STEAMSHIP LINE.

From Hongkong

All Steamships leave Hongkong at noon.

The "EMPERESS OF RUSSIA," and "EMPERESS OF ASIA" are new quadruple screw 21 knot turbine steamers, of 15,850 tons gross, 30,625 displacement, the finest, fastest and most luxurious on the Pacific.

The direct route to Canada, United States and Europe, calling at Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama and Victoria, B.C.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with Marconi Wireless apparatus.

PASSAGE RATES HONGKONG TO LONDON.

"EMPERESS OF RUSSIA," "EMPERESS OF ASIA," via Optional Atlantic Port, 271.10.
"EMPERESS OF INDIA," "EMPERESS OF JAPAN," via Optional Atlantic Port 265.

"MONTAGUE," Intermediate service, via Canadian Atlantic port 243, via Boston or New York 245.

Rates quoted above do not include meals and sleeping car across Canada. These, if required, will be furnished for 25 additional.

SPECIAL RATES (First Class only) allowed to Naval and Military officers, Civil Service employees, Missionaries, etc., etc.

Passengers purchasing Trans-Pacific Round Trip passage tickets have the option of returning from San Francisco by the steamers of the Pacific Mail S.S. Co., or Toyo Kisen Kaisha.

Local and through passengers may, if desired, travel by rail between Ports of call in Japan.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

D. W. CRADDOCK, General Traffic Agent for China, Corner of Pedder Street and Praya, opposite Blake Pier.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

Regular Service Between

CALCUTTA, STRAITS, SHANGHAI and JAPAN PORTS.

EASTWARD.

Steamers are despatched Eastward and Westward at regular intervals, taking passengers and cargo at current rates.

DAVID SASSOON & CO., LTD.

Hongkong, Aug. 31, 1914.

Agents.

THOS. COOK & SON,

Tourist, Steamship and Forwarding Agents, Bankers, &c.

Head Office for the Far East:—16, DES VŒUX ROAD, HONGKONG. SHANGHAI: 2-3, Foonow Road. YOKOHAMA: 32, Water Street. MANILA: Manila Hotel.

TICKETS SUPPLIED to EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED

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THE AUSTRALIAN
ORIENTAL LINEHONGKONG TO PHILIPPINES & AUSTRALIAN PORTS
SAILING (SUBJECT TO ALTERATION).

Steamers.	Arrive Hongkong from Australia.	Sail Hongkong for Australia.
TAIYAN	18th Sept.	2nd Sept.
CHANGSHA	18th Oct.	24th Oct.

These steamers are fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc., and have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through for all Australian, New Zealand and Tasmanian ports.

For Freight or Passage apply to

Butterfield & Swire.

Telephone No. 93.

SHIPPING

NIPPON YUSEN KAISHA

THE JAPAN MAIL STEAMSHIP CO.

Projected Sailings from Hongkong—

Subject to Alteration

Destination.	Steamers.	Sailing Date
MARSEILLES, LONDON & ANTWERP, via Singapore, Malacca, Penang, Colombo, Suez, & Port Said.	Kashima Maru Capt. Yagi T. 20,000 Mishima Maru Capt. Wada T. 16,000	WEDNES., 23rd Sept., at 10 a.m. WEDNES., 7th Oct. at 10 a.m.

VICTORIA, B.C., and SEATTLE via Shanghai, Keelung, Moji, Kobe, Yokkaichi, Shimidzu and Yokohama.	Awa Maru Capt. T. Hori T. 12,500 Shidzuoka Maru Capt. Deguchi T. 12,500	TUES., 22nd Sept., at 4 p.m. TUES., 6th Oct. at noon.
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SYDNEY & MELBOURNE, via Manila, Thursday Island, Townsville and Brisbane.	Tango Maru Capt. Sekine T. 13,500 Nikko Maru Capt. Takeda T. 9,300	TUES., 29th Sept., a.m. WEDNES., 19th Oct.
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CALCUTTA via Singapore and Rangoon.	Kawachi Maru Capt. T. 12,500	THURSDAY, 24th Sept.
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BOMBAY via Singapore and Colombo.	Rangoon Maru Capt. Nomura T. 12,500	WEDNESDAY, 23rd Sept.
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NAGASAKI, Kobe & Yokohama.	Nikko Maru Capt. Takeda T. 9,600	TUESDAY, 22nd Sept., at 5 p.m.
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SHANGHAI and Kobe.	Aisuta Maru Capt. Iizawa T. 16,000	TUES., 2nd Sept., at noon.
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Cargo only.

Fitted with new system of wireless telegraphy.

REDUCED SUMMER RATES BETWEEN HONGKONG AND JAPAN PORTS.

Commencing from 1st June, ending 30th Sept.

SPECIAL EXCURSION TICKETS (1st & 2nd class) available for 3 months.

	YOKOHAMA	KOBE	MOJI	NAGASAKI
Return.	\$135	\$122	\$103	\$45
1st class.	\$81	\$75	\$65	\$57

With option of Rail between Steamer's Calling ports in Japan. For further information apply to

Telephone No. 292.

T. KUSUMOTO, Manager.

CHINA NAVIGATION
CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers.	To Sail.
SHANGHAI	Liangchow	20th Sept. at d'light
STOW AMOY & SHAI	Yunnan	20th Sept. at d'light
SWATOW & BANGKOK	Hanyang	20th Sept. at 10 a.m.
SHANGHAI	Luchow	22nd Sept. at 4 p.m.
MANILA, CEBU & ILOILO	Teian	22nd Sept. at 4 p.m.
W WEI & TIEN TSI	Huichow	28th Sept. at 4 p.m.
MANILA, CEBU & ILOILO	Chinhua	29th Sept. at 4 p.m.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.
"S.S. LINTAN" and "S.S. SANUI"

MANILA LINE.—Twin Screw Steamers "Chinhua," "Taming," and "Teian." Excellent saloon accommodation amidsthips; electric fans fitted; extra staterooms on deck aft on "Taming" & "Teian."

SHANGHAI LINE.—The Twin Screw steamers "Anhui," "Chenan," "Hachang," and the S.S. "Liangchow," "Luchow" and "Yingchow" having excellent accommodation, with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking Cargo through Bills of Lading to all Yangtze and Northern China Ports.

These steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

For Freight or Passages apply to

BUTTERFIELD & SWIRE.

Telephone No. 36

Hongkong 18th Sept., 1914.

Agents.

RUSSIAN VOLUNTEER FLEET.

Captain D. A. Lukhmanoff,

Agent for

Hongkong, South China, Indo-China and Philippines Islands.

Office:—Hotel Mansions, Third Floor, No. 12a and 14.

Telephone No. 1224.

P. O. Box 472.

Capt. D. A. LUKHMANOFF,

Agent.

Hongkong, Aug. 5, 1914.

SHIPPING

JAVA-CHINA-JAPAN
LIJN.

Regular Fortnightly Service between

JAVA, CHINA and JAPAN.

Steamers.	From	Express on or about	To	Will leave on or about
Tjibodas	JAPAN	1st half Sept.	JAVA	1st half Sept.
Tjilaroem	JAVA	1st half Sept.	SHAI	2nd half Sept.
Tjilawong	JAVA	1st half Sept.	JAPAN	2nd half Sept.
Tjilmanoeck	SHAI	2nd half Sept.	JAVA	2nd half Sept.
Tjilalajap	JAPAN	2nd half Sept.	JAVA	2nd half Sept.
Tjikembang	JAVA	2nd half Sept.	SHAI	1st half Oct.
Tjikanas	JAVA	1st half Oct.	JAPAN	2nd half Oct.
Tjimahi	JAVA	2nd half Oct.	SHAI	2nd half Oct.

"The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia."

For particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

Tel. phon. No. 1574

York Building.

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TOYO KISEN KAISHA

SAN FRANCISCO LINE

VIA SHANGHAI, MANILA, THE INLAND SEA, JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to change without notice.

Steamer.	Displacement	Tons & Speed
Tenyo Maru	22,000 - 21 knots	From N'saki, Tues., 20th Sept.
Shinyo Maru	22,000 - 21 knots	N'saki, Tues., 6th Oct.
Chiyo Maru	22,000 - 21 knots	H'kong, Tues., 20th Oct.

Steamers via Shanghai will be despatched at noon.

Steamers via Manila will be despatched at 10.30 a.m.

First Class to London.....£71.10. Return (6 months) £120.

First Class to New York.....£60. " " £66.10.

" " San Francisco £45. " " £68.

Passengers purchasing Trans-Pacific Return tickets have the option of returning from San Francisco by steamers of the Pacific Mail S.S. Co., or from Vancouver by steamers of the Canadian Pacific Railway Co.

Special Rates given to NAVAL & MILITARY, CIVIL SERVANTS, MISSIONARIES etc.

ROUND THE WORLD TICKETS issued in Connection with all the Principal Mail lines and the Trans-Siberian Railway.

Passengers may travel by Railway between ports of call in Japan free of charge.

SOUTH AMERICAN LINE.

Via JAPAN PORTS, HONOLULU, HILO, MANZANILLO, SALINA CRUZ, CALLAO, IQUIQUE and VALPARAISO.

Seiyo Maru 14,000 - 14 knots Tues., 6th October.

Thence by TRANS-ANDAN ROUTE to BUENOS AIRES.

For Full Particulars as to Passage & Freight, apply to

S. MORIMOTO, Agent.

Telephone No. 291

KING'S BUILDINGS.

THE EASTERN & AUSTRALIAN
STEAMSHIP CO., LIMITED.

MAIL SERVICE TO AUSTRALIA

VIA MANILA.

MAIL SCHEDULE

(SUBJECT TO MODIFICATION.)

Steamer.	Arrive Hongkong from Australia.	Leave Hongkong for Australia.
St. Albans	—	30th Sept., 10 a.m.
Eastern	—	9th Oct., "
Aldenharn	3rd Oct.	30th Oct., "

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.

For further particulars, apply to

Gibb, Livingston & Co.

Agents.

DOUGLAS STEAMSHIP CO., LD.

Hongkong-South China Coast Ports.

Highest Class, Fastest and Most Luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOCHOW RETURN

(Occupying 9 to 10 days.)

Steamships.	Captain	Leaving.
Haiyang	A. E. Hodgins	FRI., 18th Sept. at 11 a.m.
Haitan	J. W. Evans	TUES., 22nd Sept. at 11 a.m.

FOR SWATOW AND AMOY.

Steamers will arrive at and depart from the Co.'s Wharf near

Blake Pier.

For Freight and Passage, apply to

Douglas, Lauder & Co.

General Managers.

LOG BOOK.

Naval Motor Pinnaces.

In the British Navy the motor pinnace is very rapidly taking the place of the steam pinnace, the oil engine having been found much handier, lighter, and quite as reliable as the high speed steam set. The same might also be said regarding a big number of foreign navies. Messrs. John I. Thornycroft & Co., London, who specialise in light paraffin and petrol machinery for small craft of the speed class, completed recently, to the order of the Greek Government, the first of two 50ft. wood Veddette boats. The vessels are able full lined craft of 83ft. in beam by 49ft. m. molded depth, and have a load draft of 26ft. They will not be carried aboard ship, and accordingly are somewhat of a departure from the navy pinnace. They are built up for half their length forward. Aft this and right amidships there is a small wheel-house, while aft of this there is a sunk deck-house, which extends over the officers' accommodation. The engine-room is amidships, and there are installed two six-cylinder Thornycroft petrol motors, driving twin-screws, one set developing 140 h.p. On trials a speed of between 15 and 18 knots was attained. Forward of the engine-room there is the crew's space, and a store-room. Aft there is a saloon with two sofa berths, pantry, galley, and a large cook-pit. A 10ft. dinghy is carried in davits. A somewhat similar craft, a motor pinnace of 50ft. length, the first of the class, has been delivered at Devonport Dockyard by Messrs. John I. Thornycroft and Co., Ltd., making the non-stop voyage from Southampton—a distance of 130 nautical miles—under her own power in less than twelve hours, which must be considered a very creditable performance. The type is very similar to the 50ft. steam pinnaces at present carried on battleships, and is indeed destined to replace them. The only important difference between the motor and steam boats is in respect of the machinery. Forward is a forecastle for the crew, upon which is a position for mounting a gun. Aft the forecastle a cabin is arranged for officers' use having a tank roof and opening into a cook-pit at the stern. Both these spaces are rather larger than in the steam boats, owing to the smaller space required for the machinery. Fuel tanks are arranged at the forward end of motor space and feed the engine by gravity. On the official trials a speed of well over 11 knots was maintained for a period of two hours, without in any way turning the engine. The machinery consists of one Thornycroft S-6 type direct reversible paraffin engine starting on blow lamp. The cylinders are six in number, 8 1/2 in. diameter, and 12 in. stroke, and the engine develops 150 h.p. at about 550 r.p.m. Reversing is effected by moving the cam shaft longitudinally, thus bringing another set of cams into operation, the initial impulse being given to the engine by compressed air at 575lb., introduced through non-return valves on the cylinder head. The air is stored in three steel reservoirs in the engine-room. There is a compressor driven by cam shaft at fore end of the engine, and also an auxiliary hand driven compressor for the first charge in the reservoirs. As is well known, quick maneuvering, starting, and stopping is an essential feature in these 50ft. motor pinnaces, and no greater proof of the efficiency of the reversing arrangements can be given than that the engine passed the severe tests in reversing called for by the Admiralty without any hitch. A Thornycroft S-4—i.e., an engine of the same type, but with four cylinders instead of six, has just been installed in a 45ft. pinnace building for the Admiralty by Messrs. Thornycroft.

For a good solid meal a la Carte or Table d'Hôte with Wines & Liquors of the Best—ALEXANDRA CAFE

SHIPPING

INDO-CHINA STEAM NAVIGATION CO., LTD.

(Projected Sailings from Hongkong.—Subject to Alteration.)

For	Steamship	Sat.	On
S'PORE, Pang & C'outta...	Namsang	Sat.	19th Sept. at 2 p.m.
MANILA	Yuensang	Sat.	19th Sept. at 3 p.m.
YHAMA, Kobe & Moji...	Kumsang	Sun.	20th Sept. at 11 light
SHANGHAI	Wosang	Sun.	20th Sept. at 11 light
S'PORE, Pang & C'outta...	Foosang	Fri.	25th Sept. at 2 p.m.
MANILA	Loongsang	Sat.	26th Sept. at 3 p.m.
S'PORE, Pang & C'outta...	Choyang	Tues.	29th Sept. at 2 p.m.
S'PORE & Sourabaya...	Fausang	Sat.	3rd Oct. at 2 p.m.

Return Tours to Japan.

The steamers "Kutsang," "Namsang" and "Laisang," leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "Fooksang," "Kumsang," "Lovat" leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning thence direct to Hongkong. Time occupied 16 days. These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.
* Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.
† Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin, Dairen, Weihaiwei, Tsingtau.
‡ Taking cargo on Through Bills of Lading to Kudat, Labad, Datu, Simporna, Tawao, Usukan, Jesselton and Labuan.

For Freight or Passage,

Apply to JARDINE, MATHESON & CO., LTD.

Telephone No. 215.

General Managers.

THE ROYAL MAIL STEAM PACKET CO.

PROJECTED SAILINGS FROM HONGKONG.

Subject to change without Notice.

Trans-Pacific "Shire" & "Glen" Joint Service.

VICTORIA, VVER, STLE,
TACOMA & PLAND...
VICTORIA, VVER, STLE,
TACOMA & PLAND...

Cargo accepted on through Bills of Lading to all ports in Europe and North and South America.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., LD.

Telephone No. 215 Sub. Ex. No. 9.

BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN
Yokohama, Kobe, Hongkong and Rangoon.

Steamers are despatched Eastward at regular intervals taking Passengers and Cargo at current Rates.

For Freight and Passage, apply to

JARDINE, MATHESON & CO., LD.

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Agents.

THE TAIKOO LOCKYARD & ENGINEERING Co. OF HONGKONG, Ltd.
TAIKOO DOCKYARD, HONGKONG.

SHIPBUILDERS, SALVORS & REPAIRERS, BOILERMAKERS
FORGEWELTERS, BRASS & IRON FOUNDERS, CON-
STRUCTIONAL ELECTRICAL & MECHANICAL
ENGINEERS.

WELDING & CUTTING OF METALS BY OXY-ACETYLENE
AND ELECTRIC SYSTEMS.

Estimates given for quick construction and repair of Ships,
Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of
Engineering, Iron and Wood Work.

GRAVING DOCK 78' x 88' x 14'6"

Pumps empty Dock in 2-3/4 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons
displacement, providing conditions for painting ships with most
efficient results.

100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVER-
HEAD CRANES throughout the Shops, ranging up to 100 Tons.
50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes,
Rivets etc.

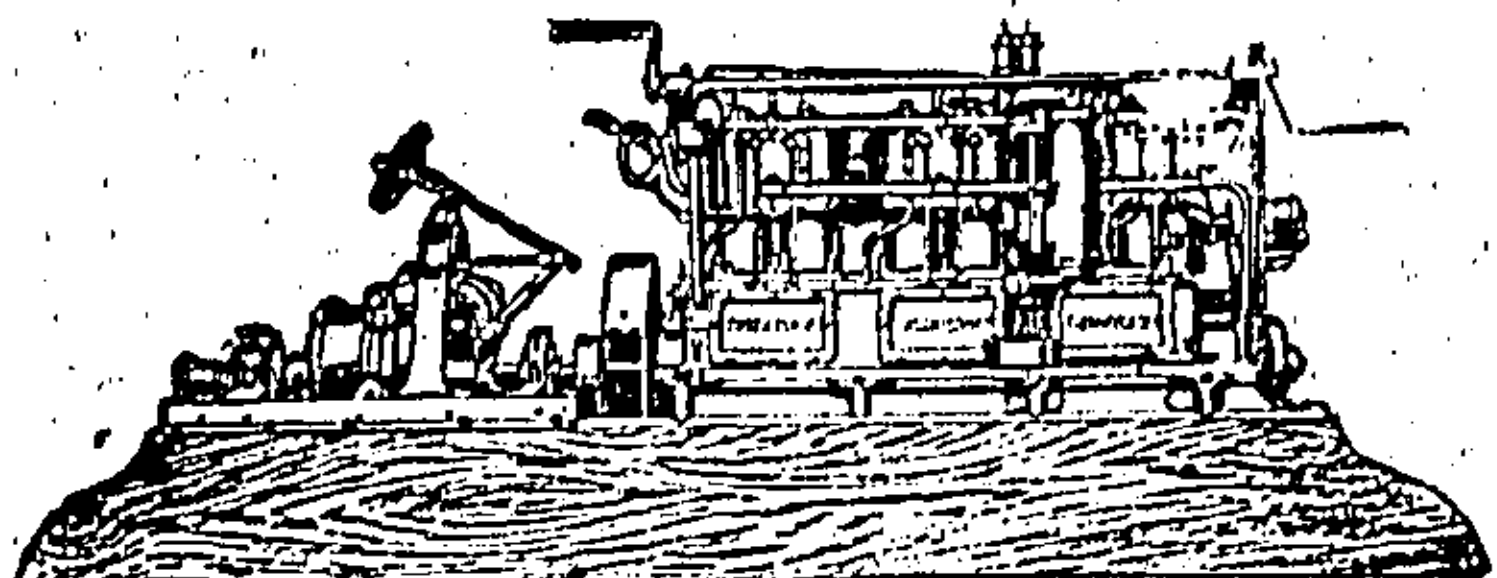
AGENTS for:—

JOHN I. THORNYCROFT & CO., LTD.

PETROL & KEROSENE MARINE MOTORS 7-1/2

150 B. H. P.

As supplied to the British Admiralty & War Office.



C.G. type Motor and Reserve Gear.

B.H.P. Paraffin 70. Petrol 80.

MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUN
BOATS, LAUNCHES, HOUSEBOATS AND PLEASURE
CRAFT OF EVERY DESCRIPTION.

MOTOR PUMPING AND LIGHTING SETS, MOTOR

VEHICLES, etc.

Dockyard Manager

11 a.m. to 12 noon at the Town Office.

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HONGKONG, CHINA AND JAPAN, AGENTS,

Telegraphic Address: "TAIKOODOCK."

TELEPHONE No. 221.

VESSELS LOADING.

EUROPEAN PORTS.

Destination.	Vessel's Name.	For Freight Apply To	To be Despatched.
Marseilles via Ports	Kashima M.	N. Y. K.	23, Sept.
London, via Usual Ports of Call	Saisette	P. & O.	26, Sept.
Marseilles via Saigon, S'pore,	Polynesien	M. M.	29, Sept.
Colombo, Port Said	Namur	P. & O.	14, Oct.
London & A'werp via S'pore etc.			

NEW YORK, SAN FRANCISCO AND CANADA.

Via B.C.S. via K'lung, S'hai & Co.	Awa M.	N. Y. K.	22, Sept.
New York	Ghazee	D. & Co.	28, Sept.
Vancouver via S'hai, Japan etc.,	Monteagle	C. P. R.	30, Sept.
Victoria, Vancouver, Seattle,	Cardigan		
Tacoma & Portland	Chicago M.	J. M. Co.	30, Sept.
Via B.C. & S'hai via K'lung, Japan		O. S. K.	1, Oct.
Mexican, Peruvian and Chile			
Ports via Japan	Seiyo M.	T. K. K.	3, Oct.
Sou. America via Casual port	Seiyo M.	T. K. K.	6, Oct.
San Francisco via S'hai & Japan & Co.	Korea	P. M. Co.	6, Oct.
Victoria, B.C. & S'hai, etc.	Yokohama M.	N. Y. K.	8, Oct.
V'toria, B.C. & S'hai via S'hai & Co.	Chunsang	O. S. K.	14, Oct.
San Francisco via S'hai & Japan & Co.	Chiyo M.	T. K. K.	20, Oct.
Seattle via Nagasaki etc.	China	P. M. Co.	27, Oct.
	Minnesota	N. Y. K.	14, Nov.

AUSTRALIA.

Australian Ports via Manila	St. Albans	G. L. Co.	26, Sept.
Australian Ports via Manila	Tango M.	N. Y. K.	29, Sept.

SINGAPORE, COAST PORTS AND JAPAN.

Shanghai, Moji and Kobe	Penang M.	N. Y. K.	19, Sept.
Swatow	Haimun	D. L. Co.	9, Sept.
Manila	Yuensang	J. M. Co.	19, Sept.
S'hai, Moji, Kobe and Yokohama	Candia	P. & O.	20, Sept.
Bombay via S'pore, Port S'ham,			
Penang & Colombo			
Shanghai	Luzon M.	O. S. K.	20, Sept.
Shanghai	Wosang	J. M. Co.	0, Sept.
Swatow & Bangkok	Liangchow	B. & S.	20, Sept.
Nagasaki, Kobe and Yokohama	Hanyang	B. & S.	20, Sept.
Foochow via Swatow & Amoy	Nikko M.	N. Y. K.	21, Sept.
Anping, Takao via S'pore	Kaijo M.	O. S. K.	21, Sept.
S'hai, Moji, Kobe and Y'hama	Soshu Maru	O. S. K.	21, Sept.
S'pore, Batavia, Cheribon, etc.	Candia	P. & O.	21, Sept.
Bombay via S'pore & Colombo	Riojun M.	D. & Co.	22, Sept.
Swatow, Amoy & Foochow	Nubia	P. & O.	2, Sept.
Kobe and Yokohama	Haitan	D. L. Co.	22, Sept.
Shanghai	Atsuta M.	N. Y. K.	24, Sept.
Singapore, Penang & Calcutta	Oriental	P. & O.	24, Sept.
Shanghai	Foosang	J. M. Co.	25, Sept.
Bombay via S'pore etc.	Oriental	P. & O.	25, Sept.
Singapore, Mauritius and South	Shinichikun	N. Y. K.	30, Sept.
African Ports			
Swatow, Amoy and Foochow	Salamis	B. L. L.	35, Oct.
Batavia, Cheribon, Samarang, & Co.	Haiyang	D. L. Co.	Q. desp.
Batavia, Cheribon, Samarang, & Co.	Tibodas	J.C.J. L.	1, half A.
Japan	Tjibodas	J.C.J. L.	1, half A.
Shanghai	Tjilatjap	J.C.J. L.	2, half A.
Shanghai	Tjikini	J.C.J. L.	2, half A.
Shanghai	Tjitaroom	J.C.J. L.	1, half S.
Shanghai	Tjinnas	J.C.J. L.	Q. desp.
Shanghai	Tjimanoeck	J.C.J. L.	Q. desp.
Shanghai	Tikembang	J.C.J. L.	1, half Oct.

CONSIGNEES

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

The Steamship

"BEN VORLICH."

From ANTWERP, MIDDLES-
BRO, LONDON AND STRAITS.

CONSIGNEES of Cargo are
hereby informed that all
Goods are being landed at their
risk into the hazardous and/or
extra hazardous Godowns of the
Hongkong and Kowloon Wharf
and Godown Co., Ltd., whence
and/or from the wharves delivery
may be obtained.

No claims will be admitted
after the Goods have left the
Godowns, and all Goods remain-
ing undelivered after the 19th
September will be subject to rent.

All claims against the steamer
must be presented to the Under-
signed on or before the 25th Sept.,
or they will not be recognized.

All broken, chafed, and damaged
Goods are to be left in the God-
owns, where they will be ex-
amined on the 19th September,
at 11 a.m.

No Fire Insurance has been
effected.

Bills of Lading will be counter-
signed by

GIBB, LIVINGSTON & CO.,

Agents,

Hongkong, 14th Sept., 1914.

CONSIGNEES

PACIFIC MAIL STEAMSHIP
COMPANY.From SAN FRANCISCO, JAPAN
PORTS AND MANILA.

S.S. "MONGOLIA."

The above mentioned vessel
having arrived consignees of car-
go are hereby notified to send in
their bills of lading for counter-
signature and take immediate
delivery from the Company's god-
down at West Point. Cargo will
be landed immediately at con-
signees' risk.

Cargo remaining undelivered
Thursday, September 17th, 1914 at
noon will be subject to landing
charges and if undelivered Satur-
day, September 19th, 1914, at 5
p.m. will be subject to both
landing and storage charges.

No Fire Insurance whatever
will be effected.

All chafed and otherwise dam-
aged cargo will be examined at
the above Company's godown
at West Point September 19th,
1914, at 10 a.m.

No claims will be entertained
unless accompanied by short
delivery note or list of exceptions
taken at the time of delivery to
consignees and signed for and on
behalf of the Pacific Mail S.S. Co.

All claims must be filed on or
before September 13th, 1914, other-
wise they will not be recognized.

R. O. MORTON,

Agent,

Hongkong, 13th September, 1914.

MOVEMENTS OF
STEAMERS.VESSELS ADVERTISED TO
DEPART TO-MORROW.

From	Vessel
Japan	Bonri Maru
Straits	Namsang
Philippines	Yuensang
Shanghai	Li-nachow
Yokohama	Kumsang
Shanghai	W sang
Swatow	Yunnan

AMERICAN MAIL.

The P. M. s.s. KOREA carrying the
mails from the United States is scheduled
to arrive at this port on Monday, Sept. 28.

MERCHANT STEAMERS.

The N. Y. K. s.s. KUMANO MARU,
HOKATA MARU and KAMAKURA
MARU have been withdrawn from the
service, and their substitutes are not
placed.

The T. K. K. s.s. TENYO MARU will
leave Nagasaki for San Francisco via
Kobe and Yokohama on Sunday 20th
Sept. and not on the 15th inst. as pre-
viously advised.

The Barber Line s.s. CHALISTER left
New York for Hongkong via Panama
Canal on the 1st Sept. and is due here on
or about the 20th Oct.

The s.s. GLENLOGAN left London on
Thursday the 6th ult. and is due here on
or about Sunday, 20th instant.

The s.s. CITY OF BRISTOL left New
York on Monday the 10th ult. and is due
here on or about Friday, 25th instant.

The P. & O. s.s. CANDIA left Singapore
for this Port on the 14th instant and is
due here on the 20th inst. at about 4 light.

The Mogul Line s.s. ATHOLL left
Singapore on the 16th inst. and is there-
fore expected to arrive here at daylight
on the 22nd inst.

VESSELS IN PORT.

Steamers.

Kwangu, Br. s.s. 1,228, G. J. Spink, 31st
Aug.—Saigon, 26th Aug. Gen.—
Chinese.

Drufar, Norw. s.s. 1,102, Jensen, 1st inst.
—Bunkok, 25th ult., Rice—
Chinese.

Kirin Maru, Jap. s.s. 2,356, B. Tada, 2nd
inst.—Singapore, 27th ult., Gen.—
N. Y. K.

Kentucky, Br. s.s. 4,273, A. Lee, 17th Aug.
—Singapore, 11th Aug. Gen.—S.
T. & Co.

Yerimo Maru, Jap. s.s. Somekuwa, 21st
Aug.—Java, 11th Aug. Sugar—O
K.

HONGKONG & WHAMPOA DOCK CO., LTD.

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Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers.

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ACETYLENE CUTTING AND WELDING FOR SHIP AND BOILER REPAIR.

Modern up-to-date plant operated by our own specially trained

workmen under expert European supervision.

All classes of light Steel work manufactured by the above process.

Tanks, Drums, Ventilators, Pipes, &c., &c.

THE DIMENSIONS OF DOCKS AND SLIPS ARE AS FOLLOWS:—

NAME OF DOCK OR SLIP	LENGTH ON KEEL BLOCKS	ENTRANCE BREADTH	DEPTH OVER BILL AT ORDINARY SPRING TIDES	RISE OF TIDE SPRINGS	MEANS
KOWLOON					
No. 1 Dock, Kowloon	700'	80' top 170' bottom	30'	7' 6"
No. 2 Dock, Kowloon	371'	74'	18' 6"	7' 6"
No. 3 Dock, Kowloon	264'	65'	12'	7' 6"
Patent Slip, No. 1 Kowloon	240'	65'	12'	7' 6"
Patent Slip, No. 2 Kowloon	220'	65'	12'	7' 6"
TAI-KO-TSUI					
Compartment Dock	450'	85'	20'	7' 6"
ABERDEEN					
How Dock	420'	85'	20'	7' 6"
Lanquet Dock	325'	85'	15'	7' 6"

HEAD
OFFICE: KOWLOON.
Telephone No. 1 K.

Please Address Enquiries to the Chief Manager,

R. M. DYER B.Sc., M.I.N. Kowloon Dock, Hongkong.

CONSIGNEES

EAST ASIATIC COMPANY,
LIMITED.
COPENHAGEN.

NOTICE TO CONSIGNEES

THE Steamship

"ARABIEN,"

having arrived, Consignees of
cargo are hereby informed that
their Goods, with the exception
of Opium, Treasure and Valu-
ables, are being landed and stored
at their risk into the hazardous
and/or extra hazardous Godowns
of the Hongkong and Kowloon
Wharf and Godown Company,
Limited, Kowloon, Godown No. 6
Matheson Street, Wanchai, West
Point. Goods, whence delivery
may be obtained.

Optional Cargo will be forward-
ed on unless intimations is received
from the Consignees before noon
to-day requesting it to be landed
here.

No claims will be admitted after
the Goods have left the Godowns,
and all goods remaining undeliv-
ered after the 21st of Sept.
will be subject to rent.

All broken, chafed, and dam-
aged Goods are to be left in the
Godowns where they will be ex-
amined on the 21st of Sept.
at 9.30 a.m.

All claims must reach us before
the 28th of Sept., 1914, or they
will not be recognized.

No Fire Insurance will be
effected.

Bills of lading will be counter-
signed by the undersigned.

MELOHR & CO.

Agents.

Hongkong, 14th September, 1914.

TO SAIL

REGULAR STEAMSHIP SERVICE

Proposed Sailing from Hongkong

For NEW YORK

The s.s. "CHAZEE"

sailing on or about the 28th September

For Freight and further information apply to

DODWELL & CO., LTD

Agents.

Hongkong, 10th September, 1914.

THE HONGKONG TELEGRAPH

FIRST EXTRA

HONGKONG, FRIDAY, SEPTEMBER 18, 1914

GERMANY'S TASK.

THE SERBIAN WAR MAKES IT HEAVIER.

France to be Dealt with First.

The military correspondent of the *Manchester Guardian* wrote on August 4 as follows:—

As may be gathered from earlier articles which have appeared in the *Manchester Guardian*, Germany is at a considerable military disadvantage by the situation which her mesalliance with the Triple Alliance has produced. The term *mesalliance* is used advisedly, since both Austria and Italy are inferior military powers by comparison with the German Empire. The conception of the responsibilities of the alliance as far as they were understood by the German naval and military staffs was that Germany would have to face a first-class Power on its western and on its eastern frontiers, but that it would have on the one frontier the counter-irritant of Austria's masses and on the other the support of Italian naval and military energies.

There are three main factors in the Central European situation that have always been disturbing to the German strategist mind. These are (a) the weight of Russia's enormous but glacier-like numbers; (b) the possibility of France transporting to the European theatre of war her native and colonial corps from Tunis, Algeria and Morocco; (c) the British navy.

In the set military plan of the Triple Alliance the German Staff had calculated that the entire weight of Austria between the Vistula and the Pruth, added to three German armies in East Prussia and Silesia, would have so far given prise to the Russian Goliath, slowly shaking himself into movement in Poland, that the main German strength would have been free to deal with France and occupy Holland and Belgium. This calculation has now been largely discounted by the fact that the flower of the army which the German scheme intended should occupy Russia will be withdrawn from the balance to effect the subjugation of Serbia. Austria has mobilised army corps for her Serbian adventure, and as her preliminary movements are so slow it looks as if Serbia would keep these fully occupied for some time to come. This means that Germany must make good the deficit in German Poland. *Ergo*, she must considerably reduce her power on the French frontier.

Germany's next fear was the command of the sea in the Mediterranean. With Italy in the Triple Alliance the German Staff calculated that the combined naval strength of Austria and Italy would be sufficient to prevent France from reinforcing the central area of hostilities from her North African colonies. The threatened invasion of Tunis, Algeria, and, in certain circumstances, Egypt would materially help the general strategic concentrations of the Triple Alliance. This fear, it would seem, has materialised in the present attitude of Italy towards the situation.

Italy has always been the frail sister of the Alliance. But there may, of course, be a subtle reason for her decision. Germany and Austria, if Italian ports be blockaded with the rest of those of the allied belligerents, will have no path open to them for supplies from the outside world. Neutrality covers a multitude of backsliding, and Italy's neutrality may be of far-reaching value to the German Powers. The ways of war are so subtle that one has to probe more deeply than mere surface considerations.

INAL SESSIONS.

Only One Case on the Calendar.

The September Criminal Sessions opened this morning, before the Chief Justice, Mr. Justice Gompertz, there being a remarkably light calendar—only one case being down for hearing. In this *Sun Sau-pak* was charged with robbery from the person on July 21.

The Crown Solicitor, Mr. P. M. Hodgson, prosecuted, and the prisoner, who pleaded not guilty, was undefended.

The jury was composed as follows:—Messrs. A. W. Smith, J. L. M. de Rozario, V. Franco, A. A. Whitelaw, E. Long, V. B. de Souza and V. F. X. dos Remedios.

Mr. Hodgson said the case was a short one, but the crime was one of frequent occurrence in the Colony. The prisoner was charged with snatching an ear-ring from the complainant, a woman. She was walking in Queen's Road West, when the man who was walking near her suddenly snatched her ear-ring and, following the usual practice adopted by these people, managed to pass it off by handing it to someone else. However, just behind the woman were walking her little daughter, son, and a fellow lodger, who would give evidence as to the snatching.

The complainant, in the box, said the snatching took place as she was walking home from the *Ko Shing* Theatre. When the man snatched her ear-ring she seized his hand.

After hearing the evidence for the Crown, and the statement of the prisoner, who denied the allegations of the complainant, the jury returned a verdict of not guilty, and he was discharged.

Germany is now at war with Russia, and it can only be a matter of hours before she will also be at war with France. Germany's only chance is to act with vigour against her most vigorous enemy. France can mobilise her main field armies in half the time that Russia can. We may confidently expect, therefore, that Germany will attack France with the shortest delay and with the utmost vigour while she and Austria hold Russia. Strategy is only the application of common sense to the exigencies of the existing situation. Germany, with her ponderous blows, may hope to wrest the initiative from France. This campaign successful, Germany can turn to deal with Russia in earnest.

Germany is not in a happy position to effect great results by her sea strategy. She does not yet know what will be England's attitude. She will probably hold the mouth of the Baltic and endeavour to deal with Russia's navy in those waters, and so distribute her first blows to France by land and Russia by sea. In the Mediterranean the French Admiral-in-Chief is quite capable of dealing with Austria. Sailors say that he is the best fleet tactician afloat. The French fleet in the Mediterranean is equal to all naval contingencies in the South European waters, and then there is the Russian Euxine Squadron. Will Turkey deny it the passage of the Dardanelles? This is the crux of all this unhappy situation. The German peoples and the Slavs are fighting for Constantinople. This was what the writer pointed out at the time of the Anglo-Russian agreement over Persia. Russia, having abandoned the role of the bully, has by the paths of diplomacy dragged from England that for which we spent our blood and treasure in 1855.

"NOW!"

"Pall Mall Gazette's" Stirring Leader.

The *Pall Mall Gazette* had the following leading article on August 3:—

The news of this morning is decisive. The neutrality of Belgium has been violated and her territory invaded. This is the end of all doubt and hesitation. The situation which has always brought Great Britain into the field has arisen. The fight henceforth is our fight. To be waged to the bitter end, with all the stubborn qualities which our race has shown from Agincourt to Waterloo.

Our hearts were heavy on Saturday night, when it looked as if the spell of smooth words was to prevail, and that this nation would prove itself false to its duty, its honour, and its interest. The rough arrogance of German action has broken the spell, or the stronger nerves and wiser heads have prevailed: we care not to inquire which. At any rate, we are saved from national shame. From henceforth Britain stands beside France in her hour of peril to the last man and the last shilling.

Can anybody be so blind as to doubt our duty to do so? France, in faith of our friendship, has massed her fleet in the Mediterranean whence the pressure of German sea-power has compelled us to withdraw our own, save for a wholly inadequate force. Her northern coasts thus lie open and exposed to attack, unless the British nation treats them as its own and the British Navy throws the broad shield of its protection over them. We shall do so. Every man of our naval reserves is called out; every ship which can fire a gun or a torpedo with effect is being mobilised. So far as human power avails, the coast of France, from Dunkirk to San Sebastian, is as safe from the insult of the enemy as the coast of Yorkshire or of Essex. Gallant France, marked out for fresh martyrdom in a quarrel which is none of hers, doomed to suffer for fidelity to her pledged word, feels the strong hand of Britain upon her shoulder, and will march to meet the attack heartened by the confidence which is given by brotherhood in arms.

We look to see a further step taken to-day. It is no time for those who are not in the inner councils of the nation to hamper the authorities by clamour for military steps which may not commend themselves to the Admiralty and War Office. Trust in those who are responsible is essential. But we are justified in expressing the view that complete military mobilisation is demanded by the circumstances. There can no longer be ground for hesitation, since the aggression on Belgian neutrality has taken place. We have no doubt that the Army Reserve will be called out by Proclamation and the Territorials embodied. The use which should be made of the Expeditionary Force is, of course, the business of the Government to decide, on the advice of the naval and military chiefs. We shall accept their decision, while expressing, at the same time, our own view that, for many and various reasons, it ought to be placed upon the soil of France. The influence of sea-power, silent, all-pervasive, is immense; and it has already made itself felt, even before the outbreak of war. But it is little understood as yet, even by the people of this country, and not at all by the peoples of the Continent. Some more overt sign is needed that Great Britain is in the field with stern resolve to "see this thing through." Small though the army is, no Power on the Continent affects to despise it. The fighting qualities of the

IN CASE OF ALARM.

Important Notification to Volunteers.

Corps orders issued by Lieut.-Col. A. Chapman, V.D., yesterday contained the following:—

The following instructions with regard to assembling in case of alarm are to be carefully studied and observed by all ranks. Warning will be sent by telephone to a number of officers and rank and file who will be responsible for conveying the warning in a similar manner or in person to other men in the same districts. All men occupying houses or lodgings which have a telephone must make arrangements for some one to sleep in hearing of the telephone in order that it may be promptly answered.

Lists will be issued shortly to all men made responsible for passing on the "Alarm." The instructions on these lists must be thoroughly understood and closely followed.

On receipt of the order to assemble, all ranks will at once proceed by quickest route to the Hongkong Cricket Club Ground. Dress:—Khaki with shorts, puttees and helmets, no great coats. Haversacks, filled water-bottles and complete equipment will be worn. Each man will carry 150 rounds of ammunition in pouches, bandolier and haversack (except newly joined men who have not yet drawn ammunition).

All ranks living in Kowloon (except those living in Kowloon Dockyard) will assemble in a similar manner on the open space in front of the Star Ferry Pier. Launches will be at the Old Star Ferry Wharf for the purpose of bringing these men over. Men living in Kowloon Dockyard will assemble in front of the Dock Offices, where a launch will be provided.

The senior present in each case will take charge. Launches will leave in each case one hour after first warning. The importance of promptness both in passing on the warning and in assembling at each point must be impressed on every man.

British soldier are too well known for that, and to the soldiers of the Continent, the present efficiency of the British Army is too well known also.

We draw the sword with clean hands and a good conscience. No provocation to break the peace of Europe has come from Britain or from France. But the development of events in these last days has shown that the net was laid privily for our feet; that, although the pretext for the quarrel has actually arisen in the troubled Balkans, any quarrel, however it arose, must have had a like result. The larger issue has been deliberately raised, and we pick up the gage of battle in a spirit of firm resolve to do our duty to ourselves and to our friends. The Empire is mastering for war from end to end, and the sword once drawn will not be sheathed until the imminent peril which has threatened us has been destroyed for ever, or the noblest fabric ever raised in the cause of freedom and justice lies in ruins. It is not for us to forecast the issue. In this solemn hour there is no place for "frantic boast or foolish word." With steadfast mind and unshaken soul we will do our duty, and may He Who sitteth on the Throne that judgeth right be with us!

DIARY OF WAR.

COUNTRIES AT WAR.

Germany against Britain.
Russia.
France.
Belgium.
Austria against Serbia.

Events that Brought it About.

1878.—Berlin Congress charges Austria-Hungary with the occupation of Bosnia and Herzegovina.
1885.—Austria-Hungary saves Serbia from destruction by Bulgaria.
1906.—Tariff war between Austria-Hungary and Serbia.
1908.—Annexation of Bosnia and Herzegovina by Austria-Hungary.
1912.—Serbo-Bulgarian Alliance with a clause against Austria.
1913.—Serbia thrown back from the Adriatic in favour of an independent Albania.
1914.—June 28.—Archduke Franz Ferdinand and Consort assassinated by a Serbian student at Sarajevo.
July 23.—Austro-Hungarian Note delivered to Serbia demanding suppression of Pan-Serbian movement and punishment of accomplices in assassinations. Answer required by 8 p.m. same day.
July 24.—Details of Note published and proved unexpected. Semi-official *Pester Lloyd* affirms that Germany will suffer no third party to intervene between Austria and Serbia.
July 25.—Russian Cabinet meets; announced that mobilisation proceeds forthwith.
July 26.—Russian request for extension of time on Serbia's behalf refused. Serbia accepts some Austrian demands and rejects others. Martial law in Austria-Hungary. Serbian capital transferred to Kragujevac.
Since Fighting Began.
July 27.—Serbian troops aboard Danube steamer fire on Austrian troops; engagement ensues. Sir Edward Grey announces his efforts to arrange conference of Ambassadors.
July 28.—Austria declares war on Serbia. Germany considers Sir Edward Grey's suggested conference has no prospect of success.
July 30.—British First Fleet leaves Portland under sealed orders. Belgrade in flames. Artillery duel between Serbians and Austrians five miles down river from B. grade. Home Rule Amending Bill postponed; Britain presents a "united front." Russian mobilisation in 52 Governments. 4,000,000 men placed on war footing.
July 31.—Germany asks Russia for explanation of her mobilisation. Attack on Belgrade continues. Martial law in Germany. London Stock Exchange closed.
August 1.—Austrian Reserve called out. German ultimatum to France and Russia, expiring at noon. Italy declares neutrality. Evidence of Austrian loyalty. Bank of England rate 10 per cent. Germany declares war. First shot fired by Russian frontier patrol on Germans near Proskow; no casualties.
August 2.—British cabinet meets and adjourns till evening. Cossacks invade Germany near Biala. Germans invade France near Clerf. Germans enter Luxembourg. Germany promises indemnity to Luxembourg.
August 3.—Severe fighting on River Drin between Serbians and Austrians. Patriotic scenes outside Buckingham Palace. Wales decides to raise mounted regiment for service abroad. France protests against German acts of war. Russian Fleet driven into Gulf of Finland by Germans. British Mediterranean Fleet clears for action. Martial law at Malta.
August 4.—Earl Kitchener sails, but is recalled. War declared between Britain and Germany.
August 5.—Germans invade Belgium. Japan to take measures to discharge Treaty obligations to Britain. German's invade Dutch territory at Tilburg. Russian and German troops in contact on frontier. Bombardment of

Liege begun by Germans. Sir John French gazetted Inspector General of British Forces. Admiral Jellicoe becomes supreme commander of the Fleet.

August 6.—German troops reported to have been repulsed by Belgians in fighting near Liege. Numerous German prizes brought to British ports. Earl Kitchener appointed Secretary for War. H.M.S. Amphion sinks German mine-layer Koenigsluise and later strikes mine and sinks herself.

August 7.—German Cavalry division routed by Belgians in Luxembourg. Germany asks for armistice; admits 25,000 men are hors de combat.

August 8.—German Cavalry Division crosses Meuse, but is practically annihilated by Belgians. Italy firmly refuses to fight. Bank of England rate reduced to 5 per cent. British seize South Togoland from Germans and French enter North Togoland. British Government accepts Australia's offer of 20,000 men. French troops enter Alsace-Lorraine.

August 9.—Germans evacuate Luxembourg owing to French advance. Japan issues ultimatum to Germany. German submarine sunk by British warship. Reported that Japan has issued ultimatum against Germany. Earl Kitchener appeals for 100,000 men. Russians enter Austrian territory near the valley of Styria.

August 12.—Belgium reports that German advance guards are falling back on main Army. Terrific cannonading heard from Tonzers.

August 13.—Belgians hold their own in first engagement in the open at Hasselt. British Admiralty announces that it is confident of its ability to keep the trade routes open. Great Britain and Austria at war. Belgians victorious in fight with Germans at Haslen. German losses being three-fifths of those engaged. French defeat Germans in a battle along the River Othain; regiment of Dragoons annihilated.

August 14.—Liege still intact. Belgium asks France to accommodate 2,000 German prisoners. Transportation of French troops to Belgium complete; whole force ready to advance. Belgians drive enemy eastward; no German cavalry between Hasselt and Ramillies.

August 15.—French troops enter Belgium at Charleroi. Bavarian Army Corps defeated by French at Avricourt and Grey Cannonade heard at Tirmont; believed to be beginning of the great battle. Germans endeavouring to envelop extreme left of Allied Forces. Russians victorious on the Danube; Fourth Austrian Infantry and First Cavalry Regiments annihilated.

August 16.—Japan sends ultimatum to Germany demanding that Kinchau be handed over to Japan, with a view to eventual restoration to China; answer required by noon on August 23. French Fleet attacks Austrian Fleet off Balua, sinking two ironclads and setting fire to another.

August 17.—Big battle proceeding at Schabatz; rumour of a Serbian victory. Kaiser leaves Berlin for Mainz with headquarters staff. French troops advancing all along Alsace-Lorraine. Russians enter Austria by upper courses of the Bug and Styria. French Fleet sweeps Adriatic as far as Cattaro. Officially announced that British Expeditionary Force safely landed on French soil.

August 18.—Serbians rout Austrians near Schabatz, annihilating three Regiments. German Crown Prince reported wounded and in hospital. French troops making methodical progress in Alsace-Lorraine. Germans entrenching along Belgian battle front. Belgian Royal Family and Government move to Brussels.

August 19.—Fierce battle proceeding between Belgians and Germans along an extended front. Liege forts still intact. Serbians victorious in fight with 80,000 Austrians. Germans repulsed in again attempting to cross the Meuse near Dinant.

August 20.—Majority of Italian cabinet said to favour intervention on the side of the Triple Entente. Russians occupy Gumbinnen, capturing twelve guns and many prisoners. German forces cross the Meuse between

Liege and Namur. French forces reach Moerschingen, south-east of Metz. French occupy Quebwiller. Alsace. Russians enter East Prussia and occupy Lyk. French reoccupy Mulhausen at the point of the bayonet. Germans occupy Brusels.

August 21.—At request of Canadian Government, Duke of Connaught remains Governor-General during the war. French troops achieve brilliant success between Mulhausen and Altkirch, capturing 24 guns. Germans retreating on the Rhine. Belgian Army retires to Antwerp in good order and is ready to co-operate with the Allies. Understood that Britain arranges £10,000,000 loan to Belgium. Germany not yet replied to Japanese ultimatum.

August 22.—Germans impose war levies of £2,000,000 and £3,000,000 respectively on Province of Liege and City of Brussels. Canadian House of Commons pass war appropriation of \$50,000,000. Serbians rout Austrians along the Drina. Russian successes reported at Gumbinnen and in Galicia. France protests against German use of dum-dum bullets. Press Bureau announces that military position of Allies is satisfactory. Germans occupy Alost and Western. German artillery attack on Namur begun.

August 23.—Japan declares war on Germany.

August 24.—French Foreign Minister announces that contact has been established between the forces all along the line without advantage to either side. Japan begins bombardment of Tsingtau. Russians occupy Arys, west of Lyk. Serbians clear the country at Lusatia, Lesnitsa and Schabatz, defeating Austrian column. Serbians ready to cross the Save and invade Hungary. Belgians clear country around Antwerp. Big battle in progress between allies and Germans; Earl of Leven dangerously wounded. Namur falls to Germans. Charleroi taken and re-taken.

August 25.—Italian Premier announces that Italy will not abandon neutrality. Heavy fighting in Belgium between Allied Forces and Germany; enormous losses; British casualties total 2,000. British and French forces fall back on covering positions; Germans unable to carry out counter-attack. Four Namur forts still intact. Germans bombard Malines, but Belgians retaliate and drive them towards Vilvorde.

August 26.—Russians continue on offensive on East Prussian frontier. German forces being compelled to retreat on Koenigsberg. Announced from New York that Kaiser instructs Tvingtau garrison to defend the position to their utmost. Field Marshal von der Goltz appointed Military Governor of the occupied part of Belgium. Canadian Patriotic Fund rapidly mounting. Toronto City alone contributing \$2,700,000. German occupy Lun-vi. German attempts on Nancy fail. French successfully resist German attack on southern frontier, enemy retiring all along the line. Russian advance in East Prussia continues. Togoland surrenders to British.

August 27.—French continue to advance between the Vosges and Nancy. Russians occupy Alenstein and continue their advance.

August 28.—British Fleet sinks three German cruisers and two destroyers off Heligoland. Russians secure victory at Romoff and approach within 20 miles of Lemberg, capturing 4,000 prisoners. Announced that Russians completely invest Koenigsberg. Belgians rout a German Army Corps, which withdraws in disorder to Louvain.

August 29.—German troops being withdrawn from Belgium, owing to Russian advance. Earl Kitchener announces that two Divisions and a Cavalry Division from India are being sent to France.

August 30.—Apia, in German Samoa, surrenders to expeditionary force from New Zealand.

August 31.—Allies occupy line extending from mouth of the S. river inland along the river past the fort of La Fere and Lvon, towards Mezieres. Fighting reported at Bapaume, 25 miles from Amiens. French German troops appear along Russian frontier; battle continues along whole Austrian front. announced that German destruction in Louvain arouses intense

indignation in America. French gain a considerable success at Guise. Australian Premier calls for second expeditionary force.

Sept. 1.—German Cavalry Corps marches on Forest of Compiègne; and is engaged by British, who capture ten guns. German aeroplane appears over Paris, dropping bombs near Saint Lazare station and near the Opera House.

Sept. 2.—List of British casualties published. Details:—Officers killed, 36; wounded, 67; missing, 95. Men killed, 127; wounded, 629; missing, 4,183. Russians sustain reverse in local engagement in East Prussia but defeat three Austrian Army Corps near Lemberg, capturing 150 guns and inflicting enormous losses on enemy. Japanese occupy seven islands of Kiauchau, and remove 1,000 mines. French Government removes to Bordeaux for purely military reasons.

September 3.—Russians defeat Austrians and occupy Lemberg. Additional list of British casualties issued. General Gallieni issues proclamation saying he will defend Paris to the end.

September 4.—Russians occupy Haulicz. Announced that in seven days' fighting, Russians have captured 40,000 prisoners. New British recruits total 280,000. Announced that Germans continue to leave the entrenched camp of Paris on air right, marching south-east. Germans evacuate Compiègne and Sanlis districts. Great patriotic demonstration at the Guildhall.

September 5.—German squadron sinks 15 British fishing boats in North Sea, the crews being taken prisoners. Announced that Britain, France and Russia mutually engage not to conclude peace separately during the war.

September 6.—Press Bureau announces that in recent fighting British casualties total 15,000 and German losses thrice that number. Austrians make fruitless attempt to pierce Russian lines, losing 5,000 prisoners.

September 7.—Announced that H.M.S. Pathfinder struck a mine off the East coast and rapidly foundered. Official report issued stating that German enveloping movement is abandoned; British superiority over Germans clearly demonstrated. Allies' success over Germans at St. Quentin officially confirmed. Germans lose 3,000 men in a terrific encounter west of Malines; further losses sustained owing to opening of dykes to the south-east of Antwerp. Germans destroy Uinant by shell-fire and incendiaries. Announced that altogether 12 Austrian divisions have been completely destroyed by Russians near Lemberg.

September 8.—Russians capture Mikojaff and Rawaraska, and convert Galicia into Russian Province. British casualties to date:—Officers: killed, 83; wounded, 182; missing, 230. Men: killed, 212; wounded, 1,061; missing, 13,413. Germans retire before the British and cross the Marne. Fifth French Army meets with

equal success, making many captures. Germans suffer severely all along the line. No change in Alsace. Viceroy of India announces that 70,000 Indian troops are already on the way to the front. In the House of Commons, a summary of offers of service, money, etc., made in India to the Viceroy, is read; greeted with cheer after cheer. His Majesty sends message to self-governing Dominions, expressing gratitude for whole-hearted support in the war.

September 10.—Force of 80,000 Germans hurrying through Belgium to assist defeated Right Wing in France. British forces cross the Marne; enemy retreat 25 miles. Austrians retreat in disorder before Russians at T. masovo. Austrian and German troops dislodged from fortified positions near Lublin, and retire southward.

Sept. 11.—German retreat continues; announced that in four days the Allies have advanced 37.1-2 miles. British squadrons make a complete sweep of the North Sea; no German ship seen. German Fleet reported active in Baltic Sea. Austrians evacuate Oracow. Mr. Asquith announces that since beginning of war 439,000 men enlisted, irrespective of Territorials.

Sept. 12.—Whole German right wing falling back in disorder. Allies pursuing them. German cavalry reported exhausted. Provinces of Antwerp and Luxembourg entirely free of enemy.

Australian Squadron captures Herbertshöhe. German New Guinea. French troops occupy Soissons and Lunéville. German left wing retreating.

Sept. 13.—Announced that Allies' victory becoming more and more complete everywhere. Germans evacuate Nancy region after a ten days' attack; casualties 20,000 men at Nancy and 11,000 men at Lunéville.

Sept. 14.—Germans evacuate Amiens, and give way at Revinny and Brabant-le-roi. Crown Prince's Army driven back. French territory on east frontier free of enemy. Russians capture 8,000 prisoners and great quantities of war material at Rawaraska, and occupy Caernovita. Serbians defeat 80,000 Austrians at the angle of the Rivers Drina and Save. Announced that German cruiser Hela was sunk by hostile submarine.

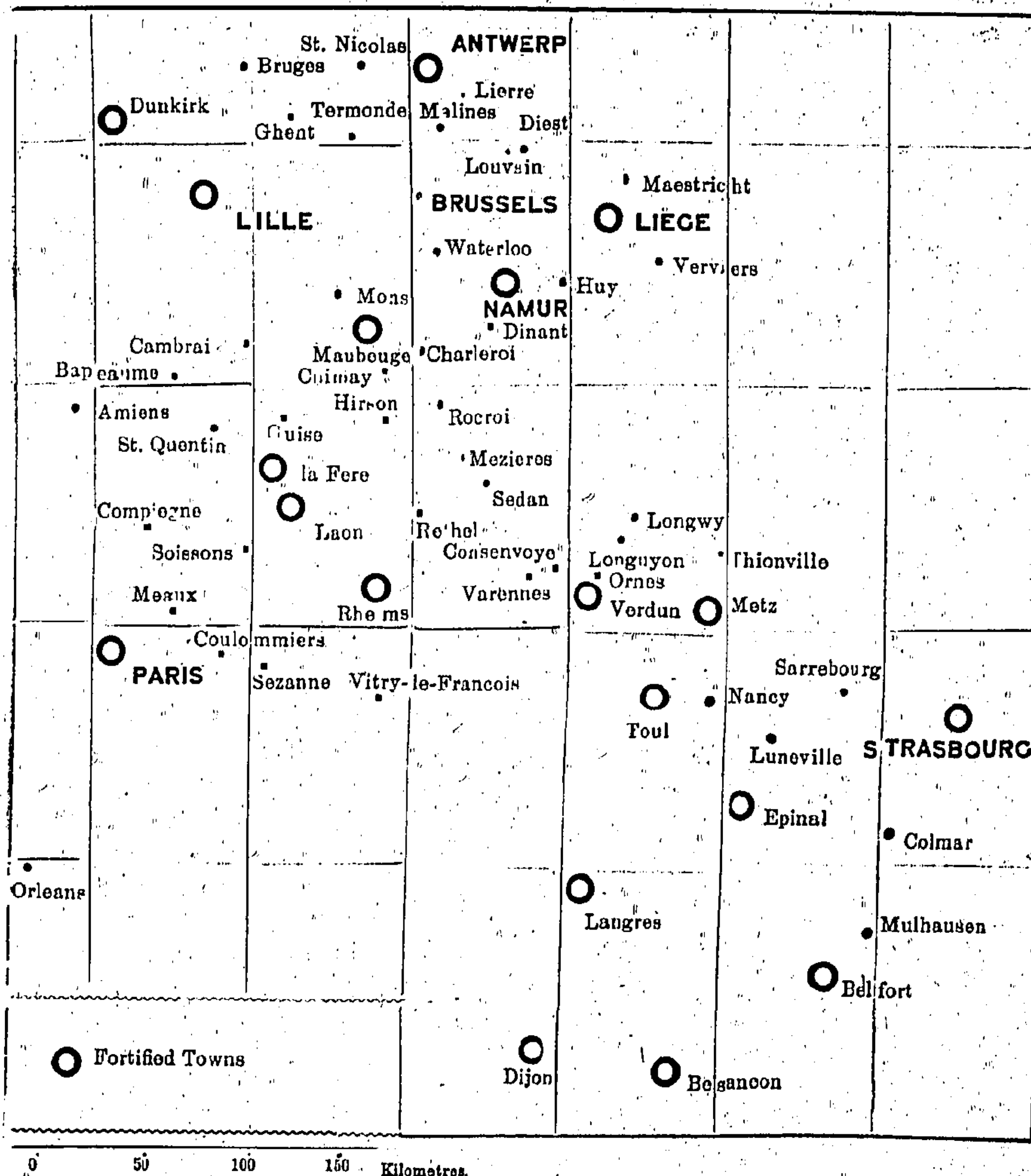
Sept. 16.—Crown Prince's Army driven further back. Allies occupy Rheims; 600 prisoners captured on the right of the British. Announced that Brigadier General N. Findlay is killed. Sixteen hundred German prisoners landed in England.

Successfully Concluded.
On Aug. 1 the great Ulinoher plantation rubber tyre demonstration tour throughout Great Britain (under R.A.O. observation) successfully concluded, and despite the most grizzling and rain-croaking weather, the tyre behaved splendidly.

THE WAR.

Plan of the Great Battlefield, Showing Fortified Towns, etc.

(CROSS LINES WITHIN THE PLAN ARE THOSE OF LONGITUDE AND LATITUDE.)



The above is a plan showing the area most affected in the present hostilities between the British, French and Belgian troops and the German forces. Latest advices are to the effect that the Germans are retreating all along the line and are being rapidly pursued by the allies. The Crown Prince's army has been driven further back and now occupies the line: Varennes, Consenvoye, Ornes.

